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Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, September 25, 1869.

Intercolonial Railway:

Although to a majority of the people of the United States, the rapid progress made in the construction of the Intercolonial Railway is a matter of but little present interest, this important work nevertheless claims a prominent position among the great material enterprises of the present time, and on its successful completion depends the development of a vast area of valuable territory now practically excluded from the busy circle of the world's activities. The Intercolonial Railway, projected when the Act of Confederation was passed by the British Parliament, was designed to be as "oil on the troubled waters" of Provincial discontent and dissatisfaction; but if it has failed to accomplish the object intended by the British Ministry, it has already shown itself to be a commercial as well as a political necessity. If the idea, now so prominent, of interoceanic railway communication through British territory is to be realized, the Intercolonial road is also a physical necessity. The successful completion of the Pacific Railroad has given the United States control of the commerce between two great continents. It is scarcely probable that Great Britain, with her vast colonial possessions on this side of

the Atlantic, will consent to be deprived of the advantages to be gained by handling a portion, at least, of the trade referred to; and as a link in the new chain of railway communication between the two oceans, the Intercolonial road is an indispensable necessity. To the people of the dominion, the local benefits to be derived from its completion are matters of greater moment than the importance of the road in its character as a material scheme of internal improvement and development. But, however considered, it is fully appreciated by them, and, in awaking a new spirit of energy and enterprise among all classes of the people, has already accomplished much that will exert a powerful influence in determining the future of the British North American Provinces.

During the past year the progress of the work on the several sections of the Intercolonial Railway, has been rapid and satisfactory. A short time ago the Intercolonial Railway commissioners, appointed by the Government to supervise the construction of this great national work, made a tour of inspection along the line of the road, to examine and report on the progress of the work. From the letters of a correspondent of the *Toronto Telegraph*, who accompanied the commissioners, we learn many interesting facts concerning the present condition of the road and the prospects of its rapid completion, of which we furnish our readers a brief summary. The Intercolonial Railway starts directly from the station of the Grand Trunk road, and in a very short distance crosses the Riviere du Loup by a bridge some three hundred feet in length, immediately above the falls at that place so well known for their picturesque beauty. After crossing the river, the line makes a sharp curve through a heavy rock hill side cutting, after which it descends to a level terrace and runs through a well settled French country. This section, or "contract," is twenty miles in length, and a large force of workmen and laborers are employed on it—the number being never less than five hundred at any time. Several culverts and arches are already completed, and others are in progress. Much heavy grading remains to be done, but the work on this contract is in a forward state. The bridge at Isle Vert, is the structure next in importance to that at

Riviere du Loup, which will be ready by the time the grading is finished.

On contract No. 2, the work is also progressing rapidly, and with the exception of two or three heavy planes will be finished this fall. Upwards of five hundred men are engaged on this section, and the Messrs. Worthington, who are the contractors for Nos. 1 and 2, in all about forty miles, are pushing forward the work with great energy. The country abounds in stone suitable for use in culverts, bridges and other structure where masonry is needed, and all the stone work is said to be done in the most satisfactory manner. A large 15 foot arch culvert, about two miles east of Trois Pistoles, has one of its walls already completed up to the course from which the arch will spring, and is as fine a piece of solid, well executed work as is to be found in Canada. The length of this culvert is about 75 feet. Competent inspectors are appointed to overlook the masonry, and from the character of the work executed so far, they appear to be thoroughly doing their duty.

The heaviest work on contracts 1 and 2 is at the crossing of the Trois Pistoles River, about a mile and a half west of the village of that name. The valley of the river, at the point where the road crosses it, is about 1,100 feet wide, and the road will be elevated nearly 75 feet above the bed of the river. This crossing is the heaviest work between Riviere du Loup and Metis, a distance of about 90 miles. On the west side of the river the line is carried for nearly two miles across a number of gorges necessitating several culverts and side hill embankments. The bridge, which will be 500 feet long, will start from the west bank and be carried nearly half-way across the flats, thus placing the bridge across the main channel and allowing no check to the flow of the river. The bridge is approached on the west side by a heavy embankment about 40 feet deep, made from a cutting of the stiffest kind of blue clay. This bank will be about 800 feet long and is being actively constructed. The material on both sides of the river is the same, and is very difficult to work, coming out in large blocks of blue clay. On the east side of the river the embankment will be about 1,400 feet long and about 65 high at the deepest point. Large gangs of men and horses

are at work on both sides of the river, and the contractors are preparing to put in tramways and tip wagons as soon as the haul gets long enough to use them with advantage. An excellent stone quarry for the piers of this bridge has been opened on the St. Lawrence, about nine miles from Trois Pistoles, to which point the stone is now floated at comparatively small cost in scows and flat boats.

On contract No. 5, awarded to Mr. Haycock, of Ottawa, whose headquarters are situated at the village of Bic, work is progressing favorably. Mr. Haycock took the contract in April, and already employs a force of 350 men in grading the line. There is but little bridging or culvert work on this part of the road, but most of the grading is through solid rock and is difficult and expensive. Contract No. 6 begins at Rimouski Bay, where a large and flourishing village has grown up within the past few years. Work is progressing on both sides of the Rimouski River, which will be spanned by a bridge 300 feet in length. The country from Riviere du Loup to Rimouski is like a continuous village, very similar in its general characteristics to that between Chaudiere and Riviere du Loup. The scenery in many places is exceedingly fine, and for tourists seeking a healthful relief from city life no more delightful trip could be made than from Quebec down the river and gulf of the St. Lawrence. From Rimouski the line will run through a very level country for about 22 miles to the Metis crossing, the Metapedia road. The course of the line from the Metis to the mouth of the Metapedia has been a source of considerable labor to the engineers, who, after careful examination of the country, have found a moderately easy line, with favorable gradients throughout. The railway will cross the Metis about four miles from its mouth and ascend by easy grades the high land between the St. Lawrence and the Restigouche. It then descends to the level of Lake Metapedia, then runs along the banks of the Metapedia River, which it crosses once instead of 14 times, as proposed originally by Major Robinson.

East of the town of Dalhousie, situated at the mouth of the Restigouche River and possessing a very fine harbor, a section of fifty miles is now under contract; Mr. Jobin of Quebec, having undertaken the work. Mr. Jobin is hurrying the work of grading throughout the whole length of his contract, and has already completed a very considerable amount of it. He has succeeded in finding very good quarries, where the stone for the masonry is now being got out. Some will be delivered on the ground within two or three weeks, when the work of making the culverts will at once be proceeded with. Labor is said to be abundant, and some three hundred men are now engaged on this section. West of Dalhousie is a similar section, the contract for which has been awarded to Messrs. Elliot, Grant and Whitehead, an Ontario firm. Their work is also progressing in a satisfactory manner, the entire line being cleared and a large amount of grading already done. They have about 800 men at work. There is a good deal of rock excavation on this contract. Elliott and Grant have taken up their residence at Campbelltown, and are personally superintending their work. There has been some difficulty in finding suitable stone quarries in the vicinity of the work;

but they have now been obtained and the contractors expect to have all the stone for the culverts and bridges on the ground before the winter sets in. The line from the Metapedia, about three miles from which Elliott's contract begins, runs on the south side of the Restigouche River, in sight of it nearly the whole way. The work is principally side-hill cutting, a good deal of it through rock, but no heavy structures. The view from the trains for about 80 miles will be magnificent.

There are but few engineering difficulties in the way of completing the work at an early day. There are only in the whole line of nearly 500 miles three new bridges—one at Trois Pistoles, about 500 feet long; one at Restigouche, about 750 feet long; and the other at Miramichi, where two bridges will be required, the total length of which will not exceed 1,800 feet may be made 200 feet less. Both at the Miramichi and the Restigouche, the rivers are crossed at a low level, in neither case exceeding 20 feet, it may be possible to make it even less. The quantity of masonry will therefore not be large. From the Miramichi to the European and North American Railway the location has not been yet decided upon. A line direct to Moncton was surveyed in the spring, and is understood to be a very favorable line as regards grades, curvature, and economy of construction. It runs along the ridge which is the dividing line for two separate sets of watercourses. It has, therefore, no large streams to cross, as it meets them all at their heads. It is claimed for it that it will save 13 miles of railway to construct, and without increasing the distance to Halifax will shorten that to St. John by nearly 14 miles. The people of the county of Kent, which lies between Miramichi and Shediac, live mainly on the gulf shore, and are said to number about twenty-two thousand. They sent deputations to see the commissioners to urge that the line should follow the course of the post road, and bring it down to the mouths of the rivers. This would involve very heavy work, as the rivers widen out near their mouths into large valleys, which it would be very expensive to cross. The local interests of the population along the gulf shore are great, and there does not seem much doubt as to the line that should be selected. Even if the short and cheap line is adopted, the people of Kent will not be badly served by railway. They already have ample excellent water communication. The short line will probably cost at least \$500,000 less than the line crossing near the mouths of the rivers.

Owing to the want of adequate facilities of communication with the centers of wealth and population, the agricultural resources of the country through which this road will run have never been properly understood or appreciated. There is a vast section of heavily timbered and richly productive country that, when the completion of the Intercolonial Railway shall have opened communication with the markets of the more populous sections, will be brought prominently into notice; and there can be no doubt that the local business thus created will justify the construction of the road. The traffic in fish and produce will, of course, be great. On many parts of the line the business of transporting lumber will be considerable, and the passenger travel and the amount of merchandise to be carried will increase every

year. Whether the road is immediately profitable or not, there is an important section of country to be developed, and, in doing this, it will have accomplished much, if not all, that was originally expected of it.

Portland and Kennebec Railroad.

The receipts from operations of this road for the years ending December 31, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$246,476 68	\$248,687 20
" freight.....	296,691 89	315,461 72
" mail.....	11,200 00	11,200 00
" express.....	8,032 30	10,871 43
" use of cars.....	12,444 50	13,202 45
" extra baggage....	1,723 79	448 55
	\$576,469 16	\$599,821 35

Expenses, viz:

Maintenance of way ..	\$121,286 77	\$117,603 16
Repairs of engines....	42,136 59	30,095 94
Repairs of cars.....	49,826 34	42,696 79
Fuel consumed.....	52,502 66	69,850 14
Train expenses.....	46,351 74	48,878 56
Station expenses.....	62,048 33	52,376 23
Salaries.....	11,698 43	11,606 08
Insurance and taxes...	12,249 58	6,199 60
All other expenses....	6,241 13	5,581 90
Rent of Somerset and Kennebec Railroad..	36,000 00	36,000 00
U. S. excise tax.....	6,440 65	6,491 14

	\$446,782 22	\$427,828 59
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Net earnings.....	\$129,686 94	\$172,492 76
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Add amounts received for rents, military service in former years, notes payable, etc.....		10,395 39
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Total.....		\$182,888 15
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From which deduct—

Interest on bonds.....	\$85,417 97
Interest on other loans....	7,686 27
Dividend on Yarmouth st'k	12,144 00
Second and third stock dividend.....	34,842 00
Funded interest bonds paid	4,291 03
1½ per cent. instalment and interest to sinking fund	14,325 00
Eight box cars purchased.	5,750 00
Paid for real estate, etc...	4,693 00

	\$169,149 27
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Less for coupons outstanding.....	6,708 00
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	162,441 27
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Leaving a balance of	\$20,446 88
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Add balance from previous year (\$100,684 43—less \$8,927, bills of 1867, paid).....	91,757 43
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Total surplus	\$112,204 31
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Consisting of—

Fuel.....	\$27,815 74
Stock in repair shops.....	20,665 21
Balances due the company	8,367 27
Investments	2,500 00
Cash.....	52,856 09

Total, as above.....	\$112,204 31
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The road is 63 miles in length, extending from Portland to Augusta, Me.; Branch line, Brunswick to Bath, 9 miles; Somerset and Kennebec Railroad (Leased) 37 miles—total length of road operated, 109 miles.

The company have 17 locomotives, 20 passenger, 12 baggage and mail, and 220 freight cars.

The trains have run 373,501 miles during the year, divided as follows: passenger, 131,396; freight, 143,697; wood and construction, 48,408;

at a cost of \$1.19 per mile. Number of passengers carried, 300,683; do., carried one mile, 7,127,219. Tons of freight moved, 149,419. The report says:

A new spirit of enterprise has recently been awakened in our State in the construction of railroads. In all sections of the State our people seem to be alive to the importance of introducing these new methods of travel and transportation. From Portland, our commercial metropolis, three lines of road are projected (one of which is partly constructed,) all designed to penetrate the great West, and bring within our borders the treasure of that most inviting and prolific region. Each and all of these roads, when completed, will not only add immeasurably to the business and wealth of Portland and of the State, but will tend directly and rapidly to increase the business of our road. The value of these projected lines of communication to and through the mighty empire of the West, to Maine cannot be over estimated. The product of that now undeveloped territory, within our national borders, which will find its most direct transit to market over these projected lines of road, and through the harbor of Portland can hardly be conceived by the most vivid imagination. And when we add to this the business from beyond the great western ocean which, if we are true to ourselves, will find its pathway to the markets of the world over these same lines of road and through the gates of the same city, the amount of business, thus brought into prospect may truly be said to be illimitable.

From Bath a new line of road extending east has been put under contract to Rockland, and is now being rapidly prepared for the iron. This line which will at an early day be extended through the flourishing commercial cities and towns along our coast to Bangor, will constitute a great thoroughfare through our State, bringing into close proximity the great timber and lumber producing region of the east, through Bangor, and the principal ship building and lumber consuming territory of our State. At Belfast this line will intersect the Belfast and Moosehead Lake Railroad, which is destined, when thus connected, to bring from the interior large quantities of freight, and much travel which now finds its outlet east and west over the Maine Central road, and which will make Belfast with its land and water communication thus completed, one of the great business centres of the State. In the construction of this line of road, we are also much interested, as while it will add largely to business facilities of the central and eastern portion of the State, it will also contribute much to the business of our road.

At the north the people are making a strong movement for the extension of the Somerset and Kennebec road, to Carritunk Falls, in Solon, which is the present limit of its charter. This charter now follows the line of the river through Norridgewock and Anson villages. A route shorter by several miles, and which will substantially accommodate all the business of the river, has been surveyed, and found of easy construction, from Skowhegan through Madison, and by way of Patterson's bridge to Solon. Permission to conform to this new location has been asked of the present Legislature, and will, we doubt not, be granted, and the road extended to Carritunk Falls during the coming season, and ultimately as population and business shall demand, to Moosehead Lake. When these several roads shall have been constructed, the connection of your road with the whole outlying systems of railroads will be completed, and the wisdom of its original projectors in placing it upon its central location be fully vindicated, as the business of all these connecting roads will gravitate to it as naturally and inevitably as the waters of streams and rivulets gravitate to the great rivers.

In the fall of 1870 our city and town loan will mature. At that time our sinking fund will have absorbed one-half of the debt, or about \$400,000. To meet the balance the company have special authority of the Legislature to issue bonds pay-

able in 30 years from 1866, secured by a mortgage on its whole property, sufficient in amount to redeem the balance of the city and town loan and all its other outstanding indebtedness. Thus concentrated in these consolidated bonds the whole indebtedness of the company will be less than \$2,000,000.

The security for these bonds will be most ample, and they will constitute one of the most desirable securities for investment to be found in the country.

The prospects for an increasing business upon your road were never more flattering than at present, for in addition to the connections of other roads now building or in contemplation, already referred to, the permanent business immediately upon our line is constantly increasing. This is true not only of the general business of our people but especially of that dependent upon the unlimited and accessible water power on the line of the road. Extensive milling establishments are being projected and erected on the water powers at Brunswick, Augusta, Waterville and Skowhegan. These and others of like character will give much new and permanent business to the road. While we may not promise ourselves that rapid increase of business that distinguishes some roads in the rapidly growing west, we may confidently anticipate a steady and permanent increase to the business and value of your property.

STATEMENT OF LIABILITIES.

Stock issued.....	\$581,100 00
Yarmouth stock.....	202,400 00
City and town loan.....	\$800,000 00
Less sinking fund.....	300,311 48
	499,688 52
First mortgage bonds extended.....	229,200 00
Funded interest bonds.....	91,871 50
Consolidated bonds.....	300,000 00
Portland loan.....	112,000 00
Notes payable.....	4,510 00
Total.....	\$2,020,770 02

President.—RICHARD D. RICE.

Directors.—Richard D. Rice, Darius Alden, John B. Brown, William D. Sewall, Geo. F. Shepley, H. N. Jose, Geo. F. Patten, N. M. Whitmore, Philander Coburn.

Superintendent.—WALTER HATCH.

Treasurer.—JOHN S. CUSHING.

Fitchburg Railroad.

The receipts from operations of this road for the years ending November 30, 1867 and 1868, were as follows:

	1867.	1868.
From passengers.....	\$440,734 10	\$447,610 83
" freight.....	600,043 33	693,592 54
" mails.....	10,000 00	10,000 00
" rents.....	6,840 42	8,134 70
" interest.....	26,553 58	32,130 44
" express.....	17,272 40	17,790 81
	\$1,101,443 83	\$1,155,259 32
Expenses, viz:		
Repairs of road.....	\$118,665 07	\$181,666 62
" locomotives.....	97,745 24	63,153 31
" structures.....	47,894 88	68,680 92
" bridges.....	13,538 36	22,644 84
" cars.....	91,767 85	87,934 75
Fuel.....	91,749 47	90,221 03
Oil and waste.....	9,241 23	9,254 26
Freight expenses.....	101,230 19	105,447 42
Passenger expenses.....	63,219 89	57,264 45
Switchmen, etc.....	17,556 34	19,457 83
Removing ice & snow.....	7,120 30	4,166 30
Taxes and insurance.....	76,263 87	72,520 25
Gratuities & damages.....	7,193 31	6,636 70
Salaries & office exp.....	13,513 53	21,910 02
	\$746,699 53	\$810,958 70
Net earnings.....	\$354,744 30	\$344,300 62

Compared with the previous year the gross earnings of 1868, show an increase of \$53,815 14,

with an increase in expenses of \$64,259 17—making the decrease in net earnings, \$10,443 68.

The following statement will show the number of passengers carried, tons transported and miles run in 1868 as compared with the year 1867:

	1867.	1868.
Number of passengers carried in the cars.....	1,535,097	1,622,156
Do. carried one mile.....	19,820,919	20,619,491
Number of tons of merchandise carried.....	511,488	559,368
Do. carried one mile.....	14,268,518	15,659,871
Number of miles run.....	505,332	556,594

The increase in number of passengers carried is 87,059; in passengers carried one mile, 798,572; and in receipt from passengers, \$6,876 73. The increase in tons carried is 47,880; in tons carried one mile, 1,391,353; and in receipts from freight, \$39,549 21. Increase in miles run, 51,262.

The company have 31 locomotives, 37 passenger cars, 10 baggage cars, 358 eight-wheel and 298 four-wheel freight cars, and 36 gravel cars.

The assets of the corporation on the 30th of November last, were as follows:

Notes receivable.....	\$313,168 20
Cash and cash funds.....	159,205 59
Freight uncollected.....	26,925 46
United States for mail service.....	1,666 67
	\$500,966 01

And the liabilities were:

Renewal fund.....	\$17,730 95
Balances due connecting railroads.....	1,777 87
Unclaimed dividends, etc.....	4,106 21
	23,615 03

Excess of assets Nov. 30, 1868.. \$477,350 98

From this sum a dividend of four per cent., and U. S. tax, was paid in January, 1869, amounting to \$149,052 65, leaving thereafter \$328,298 33 in cash or funds equivalent thereto. In addition to this the company owns real estate valued at \$10,344, also fuel and materials worth \$109,016 62. This property, amounting to \$119,360 62, has all been paid for, but is not included in the assets enumerated above. It may also be stated that the corporation has no debt.

TRIAL BALANCE, NOV. 30, 1868.

Construction.....	\$3,540,000 00
Cash and cash funds.....	159,205 58
Notes receivable.....	313,163 29
Fuel.....	28,781 00
Stock materials.....	40,000 00
Real estate.....	10,344 00
U. S. for mail service.....	1,666 67
Receipts from freight.....	26,925 46
	\$4,120,091 01
Capital stock.....	\$3,540,000 00
Profit and loss.....	556,475 98
Renewal fund.....	17,730 95
Receipts from passengers.....	1,777 87
Unclaimed dividends.....	4,102 00
Unclaimed State tax.....	4 21
	\$4,120,091 01

President.—WM. B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, W. E. Faulkner, P. B. Brigham, W. A. Brigham.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

About 800 hands are now at work on that portion of the Macon and Augusta Railroad, between Macon and Milledgeville, which remains to be graded. The expectation is to put the whole of the line in operation about next mid-summer.

Commerce of New York.

The foreign imports at New York for the month of August, 1868 and 1869, are officially stated as follows:

	1868.	1869.
Entered for consumption.....	\$14,005,112	\$15,895,735
Do. for warehousing.....	8,280,600	10,008,548
Free goods.....	828,188	1,322,924
Specie and bullion.....	846,821	159,927

Total entered at port.....	\$23,960,721	\$27,387,134
Withdrawn fr. wareh'use.....	9,676,657	11,706,290

The foreign imports at New York for the eight months from January 1, were:

	1868.	1869.
Entered for consumption.....	\$85,123,542	\$109,111,441
Do. for warehousing.....	78,576,756	93,824,564
Free goods.....	6,876,780	10,409,867
Specie and bullion.....	5,012,163	10,373,674

Total entered at port.....	\$175,589,241	\$223,719,546
Withdrawn fr. wareh'ose.....	68,428,668	72,845,055

The revenue from customs at New York:

	1868.	1869.
6 months.....	\$55,450,748 65	\$63,467,409 94
In July.....	9,237,920 50	10,045,078 14
In August.....	11,995,596 18	13,845,030 69

Total since Jan. 1.....	\$76,684,265 33	\$87,357,518 77
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The exports from New York to foreign ports in the month of August, were:

	1868.	1869.
Domestic produce.....	\$12,750,918	\$17,975,524
Foreign free goods.....	18,192	54,356
Do. dutiable.....	558,078	594,839
Specie and bullion.....	4,690,989	3,027,940

Total exports.....	\$18,018,177	\$21,652,159
Do. exclusive of specie.....	13,327,188	18,624,219

The exports from New York to foreign ports for eight months from January 1, were:

	1868.	1869.
Domestic produce.....	\$102,391,078	\$118,218,016
Foreign free goods.....	460,416	238,246
Do. dutiable.....	4,912,286	4,522,356
Specie and bullion.....	64,379,147	24,954,457

Total exports.....	\$172,142,927	\$147,933,075
Do. exclusive of specie.....	107,763,780	122,978,618

Railroads in California.

Now that the Western Pacific is finished, there are signs of activity on other railroad routes, more or less controlled by the same corporation. Laborers are arriving at Marysville to commence grading the California and Oregon Railroad. The Chinese employed on the Western Pacific are being transferred thither, and one thousand or more will be at work by the end of the month. We have previously stated that the iron and ties for one hundred miles of the Oregon road have been accumulated on the road connecting Marysville with the Central Pacific. Whether the Oroville Railroad will be bought for the first section of the Oregon line is not yet known.

The Stocktonians are agitating for the construction of a railroad from their town to Visalia, or to a point of connection with the Southern Pacific line northeast of Tulare Lake. At the late election they voted to loan the credit of the city for \$300,000 to the Stockton and Tulare Railroad Company, and the officers of this company inform the local press that they have now in San Francisco, or will have in a few days, iron sufficient to lay the track from the water front of Stockton, a distance of twenty-five miles, into the valley, or five miles beyond the boundary line of San Joaquin and Stanislaus Counties. This iron the company will land in Stockton immediately, providing the council will guaranty to issue the bonds asked for, in the event the Legislature grants the privilege, and the company are willing to "take the chances" on the Legislature. The company will

bind itself to have the road in running order as early as next August at farthest, or in season to bring the new grain crop to the Stockton wharfs. The bonds, if issued, are asked for only as the road is built, in sections of five and ten miles. It is understood that the Central Pacific folks want to build this road, and will compete for the Stockton bonds.

The latest project is for a railroad from Suisun, on the bay of that name, in Solano County, to Clear Lake.—*San Francisco Bulletin.*

Little Miami and Columbus & Xenia Railroads.

The earnings of the Little Miami, Columbus and Xenia, and Dayton and Xenia Railroads for the fiscal year ending November 30, 1868, were:

From passengers.....	\$708,923 33
" freight.....	812,054 69
" express and mail.....	120,193 06
" rents of depots.....	3,304 50
" mileage of cars and rent of engines.....	23,723 99
" gross earnings of D. & W. R. R.....	94,593 56
	\$1,762,793 13

Expenses, viz:

Repairs of road.....	\$242,467 25
" bridges.....	22,427 55
" depots, etc.....	23,558 00
" locomotives.....	95,068 91
" cars.....	120,677 42
Passenger expenses.....	173,232 95
Freight expenses.....	187,767 25
Rents.....	12,926 44
Fuel.....	126,890 90
Oil, waste and tallow.....	30,855 75
General expenses.....	63,655 38
Loss and damage.....	24,647 96
	1,124,165 76

Earnings less working expenses..	\$638,627 37
Interest.....	\$115,479 96
Taxes.....	87,736 30
Working expenses Dayton and Western road.....	86,123 38
Rent and taxes of do.....	54,416 42
	343,756 06

Net earnings.....	\$294,871 31
Received from C. C. & I. C. Co. on division of earnings.....	\$27,500 00
Paid and due from C. C. & I. Co. on division of earnings, in part estimated.....	12,204 32
	15,295 68

Add four years interest on Steubenville and Indiana bonds paid.....	56,000 00
Dividends on other investments, etc.....	3,057 83

Total.....	\$369,224 82
Transferred to L. M. and C. & X. Companies for construction.....	\$11,895 84
Expenses of new bridge at Dayton for D. & W. R. R.....	35,954 85
Little Miami dividend Nov. 1868.....	112,812 63
Columbus and Xenia do.....	39,461 05
Balance.....	169,100 45

Total, as above.....	\$369,224 82
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There has also been expended during the year for approaches and depot grounds to Newport bridge, \$44,166 67; to account of wharf boats, \$246 92; for increasing rolling stock and shop machinery, \$48,917 12; to account of bills payable made in 1867, \$70,033 33; construction account of Little Miami, in addition to amount transferred to that company from joint surplus \$27,000 27—total, \$190,364 31.

Of the joint assets, as reported by the Auditor, the following were available as financial means, November 30, 1868:

Cash on hand.....	\$113,280 00
Bills receivable.....	26,979 00
Agents.....	64,785 87
Transportation companies.....	29,519 49
U. S. military transportation.....	1,484 07
U. S. mail.....	9,690 01
City of Cincinnati.....	27,428 00
Insurance companies.....	25,730 77
Sundry individual accounts.....	24,776 48
Supplies on hand.....	178,112 54
Little Miami bonds to pay dividend..	28,000 00
P. C. & St. L. bonds.....	200,000 00
Street connection bonds.....	30,000 00

\$759,796 92

Deduct L. M. bonds (to be returned to L. M.) being excess over amount required for bond dividend \$9,000 00	
Deduct doubtful acc'ts, etc. 30,670 75	39,670 75

\$720,126 17

Deduct current liabilities.....	417,347 86
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\$302,778 31

In further explanation of the Auditor's Report it should be stated that most of the expenditures for real estate and improvements at Cincinnati, are properly chargeable to the individual accounts of the Little Miami Company by order of the Joint Committee of the companies whose action is required for that purpose.

The opening of a railroad from Louisville to Cincinnati, making the line of railroad between the two cities one hundred and five miles, and the erection of the Newport bridge over the Ohio river, promise increased traffic to the Little Miami line, and increased business to Cincinnati. Southern trade will naturally tend to Cincinnati, as the best and cheapest point for transit and supplies.

The street connection track between the Little Miami depot and the railroads in the western part of the city, is now used, and will increase in value and importance to the company.

The great Eastern lines, by obtaining the control of some of the Ohio lines of railroad, will no doubt change the relations and affect the through business of the other lines. So far as these new arrangements have been perfected, the business of the Little Miami line has not, probably, on the whole, been injuriously affected; but it will require no small degree of prudence and watchfulness, and, perhaps, new arrangements and outlays, to protect its position and traffic.

The joint assets and liabilities of the Little Miami and Columbus and Xenia Railroad Companies, on the 30th of November, 1868, were as follows:

ASSETS.

Rolling stock and shop machinery..	\$1,061,481 67
Bills receivable.....	26,979 00
Due from agents, etc.....	105,490 04
L. M. individual account for construction, etc.....	61,244 05
Street connection and Storrs T. R. R.....	228,991 34
Grain Elevator, cost.....	65,416 87
S. W. F. and C. P. Co., and platform	3,792 12
City of Cincinnati.....	27,428 00
Insurance companies, for losses by fire, etc.....	25,730 77
Sundry individual accounts.....	24,776 48
Cash.....	113,280 00
Supplies on hand.....	178,112 54
Columbus and Xenia R. R. stock..	93,900 00
Little Miami bonds.....	28,000 00
P. C. and St. L. bonds.....	200,000 00
Street connection bonds.....	60,000 00
Dayton and Western bonds.....	12,450 00
Dayton and Western stock.....	3,472 22
S. W. F. and C. P. Co. stock.....	5,225 00
Dayton and Xenia R. R. cost.....	412,639 87
Wharf boat.....	4,646 52
Right of way, etc., to Newport Bridge	44,166 67

\$2,787,223 55

LIABILITIES.	
Bills payable.....	\$0,302 83
Due to agents, individuals, etc.....	237,711 71
Unpaid dividends.....	17,969 74
Dividend payable December 1868..	152,273 68
L. M. R. R. Co., partnership account	1,202,931 57
C. & X. R. R. Co., " " "	601,465 78
Joint surplus.....	565,478 64

Total, as above.....\$2,787,223 85

The assets and liabilities of the Little Miami

Railroad Company are as follows:

ASSETS.	
Construction.....	\$2,961,159 03
Real estate and depots.....	849,495 67
Columbus and Xenia R. R. stock...	425,650 00
Hillsboro' and Cincinnati R. R. stock	9,262 83
Other stocks.....	2,290 00
Individual accounts.....	993 82
Columbus and Xenia R. R. Co.....	63,000 00
L. M. and C. & X. R. R. Co's partnership account	1,202,931 57

Total.....\$5,514,782 92

LIABILITIES.	
Capital stock.....	\$3,572,400 00
Loan from City of Cincinnati.....	100,000 00
Mortgage bonds.....	1,489,000 00
Unclaimed dividends.....	1,657 98
L. M. and C. & X. R. R. Co's, individual accounts.....	61,244 05
Profit and loss.....	290,480 89

Total, as above.....\$5,514,782 92

Cost of road and equipment to November 30, 1867.....	\$4,450,800 54
Increase in construction accounts during the year.....	18,079 93
Increase of real estate and depots..	16,817 37

L. M. R. R. Co's, $\frac{2}{3}$ increase of joint equipment.....	32,611 41
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Total.....\$4,518,309 15

The account with the stockholders is as follows:	
Surplus December 1, 1867.....	\$282,550 33
Received from L. M. and C. & X. R. R. Co's.....	7,930 56

Total.....\$290,480 89

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS	
Construction.....	\$1,468,043 28
Real estate.....	18,762 46
L. M. and C. & X. partnership acct.	601,465 78
Central Ohio R. R.....	33,314 68
Bills receivable.....	18,890 35
Individual accounts.....	26,445 03
C. & X. stock.....	17,050 00
Telegraph stock.....	2,000 00
D. & X. R. R. stock.....	1,000 00
S. & C. R. R. stock.....	1,000 00
C. Fay treasurer.....	18,627 09

Total.....\$2,206,598 69

LIABILITIES.	
Capital stock.....	\$1,786,200 00
Mortgage bonds.....	248,000 00
Unclaimed dividends.....	606 97
Individual accounts.....	53 00
L. M. R. R. Co. bond account.....	63,000 00
Surplus account.....	89,811 61
L. M. and C. & X. R. R. Co.....	18,627 09

Total, as above.....\$2,206,598 67

Cost of road and equipment to November 30, 1867.....	\$1,482,840 46
Increase in construction account...	3,965 28

C. & X. proportion of joint rolling stock.....	353,827 22
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Total.....\$1,840,632 96

The account with the stockholders is as follows:
Surplus November 30, 1868.....\$86,846 38
Am't drawn on surplus joint account... 3,965 28

\$89,811 61

The companies have 47 locomotives, 35 first-class and 3 second-class passenger cars, 20 baggage, mail and express cars, 434 box, 139 stock, 35 rack, 20 coal, 65 flat, 3 lime and 14 caboose cars.

The mileage of locomotives has been: on passenger trains, 448,282; on freight trains, 443,783; on wood and construction trains, 49,652—total 941,717. Cost per mile run 9.72 cents. Mileage of passenger and baggage cars, 2,426,401. Cost per mile run, 14½ mills. Mileage of freight cars, 6,315,844. Cost per mile run, 13½ mills. The cost of fuel per mile run by locomotives has been 13.49 cents.

The total number of passengers transported on the road during the year, exclusive of commuters, was 472,082, of whom 134,073 were through, and 338,009 were local. Number of passengers carried one mile, 22,730,535.

The tonnage of the year, exclusive of express matter and mails, amounted to 369,843 tons, of which 341,124 tons were through freight, and 128,719 local.

Canadian Pacific Railway.

LETTER FROM THOMAS C. KEEFER.

SIR.—The Portland papers announce the commencement of the Portland and Ogdensburg Railway. Can this be the same Portland which, over twenty years ago, made a Railway alliance, offensive and defensive, with Montreal, adopting an exceptional gauge (which has since been fastened upon the whole Dominion) as a particular groove in which Western traffic, like water in a gutter, would follow down through Montreal, to Portland. If Portland is really heading for Ogdensburg it indicates, not only a change of base, but of gauge. The next change will be to veer round more to the westward, and make for Albany, Chicago, Cincinnati, St. Louis and San Francisco, through the Hoosac Tunnel. In a little more than a year there will be continuous Railway communication from San Francisco to Halifax through Portland, and when the Hoosac Tunnel is completed there will be a route to Halifax from Chicago and Detroit and all points north and west, over the Great Western and New York Central, with which the Grand Trunk cannot compete. I draw attention to this because, on completion of the railway to Halifax, whether by Canadian or American capitalists, there is almost a certainty that fast passenger and mail steamers will start from that point, almost daily, making the voyage across the Atlantic regularly within the week.

It is supposed by some that Montreal will be a point on this new thoroughfare between Halifax and the West, whether Halifax is to be reached by Portland or by the Intercolonial road. But I do not believe that either the Grand Trunk or the Intercolonial will keep this traffic, and I think the Grand Trunk managers are doubtful of it. I believe the Grand Trunk is most anxious to change the gauge of the Buffalo and Lake Huron for the purpose of securing some of that traffic which has followed the change of gauge on the Great Western. The only part of the Grand Trunk system which can control any portion of Western traffic is not upon the main line at all, and can only do so by a change of gauge.

If this be true Montreal and Toronto must look for better lines of communication with the West, that is that "new West," which cannot be drawn off by Buffalo, Niagara, New York, Boston and Portland; and this can only be done by throwing

the line north of Lake Huron instead of south of it. By this means not only is the absolutely shortest line secured with which no future rival can compete for through traffic, but it is protected by Lake Huron from any diversion of its traffic at points west of Toronto. The shortest possible railway line from Montreal to San Francisco will pass through Sault Ste. Marie and St. Paul. Geographically St. Paul is "in the same boat" with Montreal; and it is a plan of such position and prospects that it is difficult to say whether in time it will not become more important than Chicago or St. Louis. Now, St. Paul, with its surroundings and backers, is quite competent to bring itself into line between San Francisco and Sault Ste. Marie; and there is not the slightest reason to doubt that if Montreal were to take up her line of railway march for the outlet of Lake Superior St. Paul would meet her there, and it could not be many years before St. Paul would have a western connection through Dakota, Nebraska and Wyoming with the Union Pacific, which would afford the shortest route between San Francisco and Halifax.

The charter of the Canada Central Railway runs out in September, 1870. Scarcely a year is left for action. With it expires the most valuable land grant open to any Canadian railway, and if Montreal desires to have a railway through the Ottawa valley to Lake Superior to open to her Red River trade, the St. Paul travel and the great emigrant highway into the fertile belt, besides the local trade of the Ottawa valley—the best and most important back country she can ever have—it is difficult to see how a commencement in the future can be made under such favorable auspices as at the present time. If in the future there may be more money in the country, there will certainly be less land to aid a railway.

THOS. C. KEEFER.

Railroads in Illinois.

There are seven new railroads now under construction in Illinois. One extends from St. Louis to Rock Island; a second from St. Louis to Paducah; a third from St. Louis, by Vandalia to Terre Haute, Indiana, to be worked by the Pennsylvania Railroad Company; a fourth, the Duquesne Road, is extending to Cairo, and also from Duquesne to Paducah. The officers of the Duquesne Road are stimulated by the desire to connect with new roads in progress in the Southern States. Congress has authorized a bridge over the Ohio river at Paducah, so that this new road will by this connection bring St. Louis within 702 miles by railroad of New Orleans, and within 638 of Mobile. These roads are all advancing rapidly, and will be completed at an early day.

Western Union Telegraph.

The Western Union Telegraph Company have purchased the lines of the Atlantic and Pacific States Telegraph Company for about 60 per cent., of their actual cost of construction. By this arrangement the old company is enabled to increase its facilities for doing business at once, instead of waiting for the construction of new lines over the same territory, which they had in contemplation. The purchased property was all new within the year, and is in excellent condition. The Western Union will announce a material reduction in rates to all points on the 1st of October prox.

The Washington (Pa.) Examiner says that work is being pushed forward with great vigor on those sections of the Chartiers Valley Railroad lying between Mansfield and Canonsburg, a very large number of laborers being actively employed. So far no operations have been commenced on that portion lying between Cannonsburg and Washington.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,774,824	J. & J.	Jul. '69	Hartford and New Haven...100	3,300,000	J. & J. & O.	Jul. '69	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Jun. '69
American Central...100	800,000	J. & J.	Jul. '69	Hannibal and St. Joseph...100	2,900,000	J. & J.	Jul. '69	Providence & Worcester...100	1,900,000	J. & J.	Jul. '69
Atlanta and West Point...100	1,282,300	J. & J.	Jul. '69	Do. do. pref. 100	5,233,530	M. & N.	May '69	Raleigh and Gaston...100	2,400,000	A. & O.	Jul. '69
Atlantic & N. Carolina...100	5,646,226	J. & J.	Jul. '69	Hanover Branch, Pa. 50	110,850	J. & J.	Jul. '69	Rensselaer and Saratoga...100	2,000,000	J. & J.	Jul. '69
Atlantic & Gt. Western...50	26,879,923	J. & J.	Jul. '69	Housatonic...100	820,000	J. & J.	Jul. '69	Richmond and Danville...100	847,100	J. & J.	Jul. '69
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jul. '69	Hudson River...100	13,922,700	A. & O.	Oct. '69	Richmond and Petersburg...100	1,041,800	J. & J.	Jul. '69
Augusta and Savannah...100	753,700	J. & J.	Jul. '69	Huntingdon & B'd Top...50	494,350	J. & J.	Jul. '69	Rockport...100	88,400	J. & J.	Nov. '69
Baltimore and Ohio...100	16,181,962	A. & O.	Apr. '69	Illinois Central...100	190,750	J. & J.	Jun. '69	Rome, Watert. and Ogden...100	2,400,000	J. & J.	Jul. '69
Do. Washington Br. 100	1,960,000	J. & J.	Apr. '69	Indianapolis, Cin. & Lafayette...50	23,415,780	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Baltimore City Passenger...100	670,000	F. & A.	Aug. '69	Jefferson, Mad. & Ind. 50	6,185,897	M. & N.	Sep. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Bay de Noquet & Marq. 100	1,250,000	F. & A.	Apr. '69	Joliet and Chicago...100	2,000,000	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Belleville and Delaware...100	4,420,000	F. & A.	Feb. '69	Joliet and Chicago...100	1,500,000	J. & J.	Apr. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Berkshire...100	996,250	J. & J.	Jul. '69	Joliet and Chicago...100	300,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Blossburg & Corning...50	250,000	J. & J.	Jul. '69	Lake Shore & Mich. So. 100	35,000,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Boston and Albany...100	13,725,100	J. & J.	Jul. '69	Lake Shore & Mich. So. 100	635,500	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Boston and Chelsea...100	110,000	A. & O.	Apr. '69	Lackawanna & Bloomburg...10	1,336,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Boston, Concord & Mont. 100	469,800	M. & N.	May '69	Leeds and Farmington...50	2,168,668	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. do. pref. 100	1,340,400	J. & J.	Jul. '69	Lehigh and Mahanoy...50	2,168,668	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Boston and Lowell...100	1,891,500	J. & J.	Jul. '69	Lehigh and Susquehanna...50	7,739,900	M. & N.	May '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Boston and Maine...100	4,076,974	J. & J.	Jul. '69	Lehigh Valley...100	10,731,400	J. & J.	Oct. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Boston and Providence...100	3,800,000	J. & J.	Jul. '69	Lehigh Luzerne...50	344,400	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Broadway (South Boston) 100	326,000	J. & J.	Jul. '69	Lexington & Frankfort...100	814,040	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Broadway & 7th Av. (N.Y.) 100	2,100,000	J. & J.	Jul. '69	Little Miami...50	3,572,400	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Brooklyn City...100	1,000,000	F. & A.	Aug. '69	L.M. & C. and X. (Joint)...100	1,904,397	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Brooklyn City & New'n. 100	399,800	F. & A.	Aug. '69	Little Schuylkill...100	2,046,100	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Buffalo, Bradford & Pitts. 100	1,100,000	M. & N.	May '69	Lomb. and South St. (Ph.) 25	90,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Buff. New York & Erie...100	960,000	M. & N.	May '69	Long Island...50	8,000,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Buffalo and Erie...100	5,000,000	M. & N.	May '69	Long Branch & Sea Shore...50	95,194	N. & Y.	Nov. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cambridge Horse (Boston) 100	777,800	A. & O.	Apr. '69	Louisv. Cin. and Lex. pr. 100	211,122	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Camden and Amboy...100	6,000,000	F. & A.	Aug. '69	Louisville and Frankfort...50	1,109,694	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Camden and Atlantic, pref. 50	600,000	J. & J.	Jul. '69	Louisville and Nashville...100	7,969,186	F. & A.	Feb. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Camden & Burlington Co. 100	331,000	J. & J.	Jul. '69	Louisv. N. Alb. & Chicago...100	2,800,000	A. & O.	Apr. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cape Cod...100	721,926	J. & J.	Jul. '69	Louisv. and Lawrence...100	200,000	A. & O.	Apr. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cape May and Millville...100	447,000	J. & J.	Jul. '69	Macon and Western...100	2,000,000	June	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Catawissa...50	1,160,000	M. & N.	May '69	Mahanoy & B'd Mount'n 50	1,676,916	June	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Catawissa, pref. 50	2,200,000	M. & N.	May '69	Maine Central...100	1,000,000	M. & N.	May '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cayuga & Susquehanna...50	589,110	J. & J.	Jul. '69	Manchester & Lawrence...100	1,000,000	M. & N.	May '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cedar Rapids & Mo. pref. 100	785,000	M. & N.	May '69	Marietta & Cincinnati...50	3,618,374	M. & S.	Sep. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Central of Georgia...100	4,666,900	J. & J.	Jul. '69	Do. 1st pref. 50	6,686,135	M. & S.	Sep. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Central of New Jersey...100	15,000,000	J. & J.	Jul. '69	Do. 2d pref. 50	4,061,744	M. & S.	Sep. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Central Ohio...100	2,600,000	J. & J.	Dec. '68	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. pref. 100	400,000	J. & J.	Dec. '68	Memphis and Ohio...100	570,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Gen. Park, N. & E. River...100	970,000	J. & J.	Oct. '69	Metropolitan (Boston)...100	1,230,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chemung...100	380,000	J. & J.	Jul. '69	Michigan Central...100	11,197,348	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cheshire, preferred...100	2,017,825	J. & J.	Sep. '69	Middlesex (Boston)...100	400,000	A. & O.	Oct. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chicago and Alton...100	5,141,800	M. & S.	Sep. '69	Mill Creek and Mineh'l...50	323,375	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chicago, Burl. & Quincy...50	13,825,025	M. & S.	Sep. '69	Millville and Glassboro...100	405,020	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chicago, Iowa & Nebras...100	2,600,000	J. & J.	Jul. '69	Millw. & Prairie du Chien...100	100,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chicago and Milwaukee...100	2,237,000	J. & J.	Jul. '69	Do. 1st pref. 100	7,151,069	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chicago & N. Western...100	14,590,162	J. & D.	Jun. '69	Do. pref. 100	8,188,272	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. pref. 100	18,159,097	J. & D.	Jun. '69	M. Hill & Schuyl. Haven...50	2,776,600	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Chicago, R. I. & Pacific...100	14,000,000	Apr. '69	Apr. '69	Mobile and Ohio...100	7,762,400	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cin. Ham. & Dayton...100	3,521,664	Apr. '69	Apr. '69	Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cincinnati City Passenger...100	100,000	J. & J.	Jan. '69	Morris and Essex...50	3,612,350	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. Street...100	100,000	J. & J.	Jan. '69	Mt. Carbon & Pt. Carbon...50	822,350	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Citizens' Passenger (Phil.) 50	192,750	J. & J.	Jul. '69	Nashua and Lowell...100	720,000	M. & N.	May '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Clerk, Col. Cin. & Ind. 100	10,460,000	F. & A.	Jul. '69	Nashville & Chattanooga...100	2,066,644	F. & A.	Feb. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cleveland & Mahoning...50	2,056,400	M. & N.	May '69	Naugatuck...100	1,439,600	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cleveland and Pittsburgh...50	6,958,775	J. & J.	Oct. '69	New Bedford & Taunton...100	500,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cleveland and Toledo...50	6,000,000	F. & A.	Aug. '69	New Haven & N. London...100	738,638	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Col. Chi. & Indiana Cen. 100	11,420,000	J. & J.	Jul. '69	N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Columbia and Xenia...50	1,786,200	J. & J.	Jul. '69	New Jersey...100	6,250,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Concord...100	1,600,000	M. & N.	May '69	New London Northern...100	995,000	M. & S.	Sep. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Concord & Ports, guar. 100	350,000	J. & D.	Jun. '69	New York Central...100	23,795,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Coney Island & Brooklyn 100	600,000	J. & D.	Jun. '69	Do. Int. certificate...100	22,329,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Conn. & Psaum. Rivers 100	139,000	J. & J.	Jul. '69	New York and Harlem...50	1,500,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. do. pref. 100	1,822,100	J. & J.	Jul. '69	New York & New Haven...100	9,000,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Connecticut River...100	1,700,000	J. & J.	Jul. '69	N. Y., Provid. & Boston...100	2,000,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Cumberland V. R. V. 50	1,316,900	A. & O.	Oct. '69	N. Y. Bridge & Cananda...100	2,000,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Danbury and New Can...100	400,000	J. & J.	Jul. '69	Ninth Avenue...100	197,400	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Dayton and Michigan...100	2,382,361	J. & J.	Jul. '69	North Carolina...100	4,000,000	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Delaware...50	694,200	J. & J.	Jul. '69	Northern Central...50	4,795,900	F. & A.	Aug. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Del. Lackaw. & Western...50	13,350,020	J. & J.	Jul. '69	North Eastern (B. O.) pref. 100	165,000	J. & J.	May '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Des Moines Valley...100	1,820,200	J. & J.	Jul. '69	Northern of N. Hampsh...100	3,067,400	J. & D.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Detroit & Milwaukee...100	1,047,850	J. & J.	Jul. '69	North Pennsylvania...50	3,150,150	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. pref. 100	1,000,000	J. & J.	Jul. '69	Norwich & Worcester...100	2,363,600	J. & J.	Jan. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
D. Dock, E. B'dw. & Bat. 100	1,200,000	F. & A.	Aug. '69	Ogdensb. & L. Champ'n...100	5,640,000	J. & J.	Jul. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Dubuque and St. Louis City 100	1,973,441	Annual	July '69	Do. pref. 100	1,994,900	A. & O.	Apr. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
Do. do. pref. 100	1,987,351	J. & J.	July '69	Ohio and Mississippi...100	20,000,000	J. & J.	Jun. '69	St. Louis and T. Haute...100	2,300,000	J. & J.	Jul. '69
East Mahanoy...100	392,550	J. & J.	Jul. '69	Do. pref. 100	5,500,000	J. & D.	Jun. '69	St. Louis and T. Haute...100	2,300,000		

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1904.....	476,641	433,279	385,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	388,573	5,096,119
1905.....	377,852	380,190	489,555	407,018	466,102	383,396	400,550	461,879	483,177	483,917	474,134	380,641	5,167,371
1906.....	404,467	393,251	408,847	388,654	355,255	369,184	343,320	413,484	480,430	464,378	455,910	.....	.....
Chicago and Alton:													
1904.....	109,850	101,555	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,073,706
1905.....	100,991	154,418	195,803	182,723	178,786	206,090	224,257	312,165	354,554	320,679	307,803	252,015	2,770,484
1906.....	280,508	275,283	290,068	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1907.....	226,153	222,341	200,111	209,249	320,851	371,544	321,697	337,269	322,638	360,223	323,080	271,247	3,695,153
1908.....	157,832	157,832	235,061	282,165	335,510	342,358	344,244	415,982	408,990	420,752	359,102	330,169	3,892,861
1909.....	276,117	276,117	267,094	279,121	303,342	384,504	404,212	558,101	486,190	506,746	409,599	361,701	4,508,643
1910.....	339,762	304,828	303,648	331,149	345,550	391,685	353,736	501,607	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1904.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	100,306	210,729	216,030	196,435	201,134	1,059,267
1905.....	158,735	175,482	243,150	185,013	198,670	243,178	224,980	307,874	375,880	324,865	336,617	321,037	3,095,470
1906.....	246,331	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,823	270,973	201,779	3,313,614
1907.....	241,395	183,385	257,230	209,099	277,506	306,693	238,926	317,977	400,941	428,474	345,028	280,268	3,460,923
1908.....	292,047	224,621	272,454	288,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,358,614
1909.....	308,587	297,464	276,431	301,952	316,709	378,436	341,885	568,380	558,387	591,209	424,589	433,435	4,797,464
1910.....	351,767	319,411	645,789	362,900	410,100	508,000	440,300	480,900	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1904.....	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1905.....	641,005	482,164	499,296	468,368	586,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1906.....	523,566	599,917	523,745	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1907.....	696,147	574,664	765,398	774,279	895,712	993,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1908.....	734,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,907	1,107,084	1,001,987	13,384,471
1909.....	892,092	830,286	1,142,166	1,112,190	1,298,444	1,258,284	1,167,156	1,032,814	.....	.....	.....	.....	.....
Erie:													
1904.....	118,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,406	1,416,101	1,478,244	1,416,001	1,041,116	14,596,413
1905.....	904,759	917,639	1,139,528	1,217,143	1,122,140	1,118,731	1,071,312	1,239,024	1,444,745	1,406,716	1,421,881	1,041,646	14,139,264
1906.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,905	1,093,403	.....	.....	.....	.....	.....	.....
Illinois Central:													
1904.....	190,130	226,637	181,084	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	346,827	3,445,827
1905.....	299,944	271,085	275,643	289,224	334,687	407,992	443,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1906.....	416,588	459,762	423,797	406,873	510,100	423,578	640,179	799,286	661,291	667,141	608,402	632,447	6,329,447
1907.....	571,536	528,972	616,065	616,068	400,573	617,682	678,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1908.....	608,053	505,266	505,465	611,599	569,256	667,679	690,626	578,253	571,848	661,971	588,219	504,066	6,546,741
1909.....	647,139	524,871	417,071	400,271	617,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1910.....	643,443	536,165	444,443	618,800	572,551	626,249	549,714	794,325	899,967	931,530	685,401	681,041	7,817,622
1911.....	681,656	558,783	711,559	595,365	655,047	740,949	661,794	790,322	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1904.....	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1905.....	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1906.....	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1907.....	95,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1904.....	248,784	220,808	557,227	268,613	264,935	241,236	189,145	238,012	306,106	375,567	332,360	348,048	3,302,543
1905.....	256,600	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1906.....	368,996	360,361	413,974	365,180	367,006	361,613	418,675	486,808	524,760	495,072	551,799	432,727	4,826,727
1907.....	312,846	277,284	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,655	428,540	352,218	4,650,328
1908.....	305,857	311,083	395,372	409,248	357,749	307,968	313,130	434,313	488,388	530,871	429,785	380,084	4,063,503
1909.....	382,021	338,885	378,735	452,429	399,300	365,117	306,502	437,600	521,326	543,886	436,399	437,503	4,991,113
1910.....	385,901	357,409	453,451	473,544	445,792	408,139	727,045	838,777	.....	.....	.....	.....	.....
Michigan Central:													
1904.....	230,159	159,658	151,902	175,690	186,639	174,002	217,159	216,024	295,956	322,369	307,474	258,634	2,650,702
1905.....	232,073	245,858	236,432	238,496	236,453	206,221	186,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1906.....	252,436	278,495	348,902	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1907.....	306,324	279,137	344,228	337,241	401,456	366,663	329,105	415,501	476,661	490,604	447,670	328,570	4,520,550
1908.....	292,439	265,796	337,158	343,737	365,196	335,083	324,958	359,546	429,181	493,640	414,004	308,669	4,260,115
1909.....	304,096	303,661	375,210	362,783	333,952	284,977	313,013	398,993	464,778	506,296	412,984	330,373	4,371,073
1910.....	334,316	304,316	326,890	415,758	369,236	325,601	321,013	392,942	456,973	511,820	410,826	390,671	4,569,251
1911.....	384,120	330,636	386,527	411,514	403,646	366,623	329,950	353,569	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1904.....	319,763	240,765	261,143	316,266	401,900	369,356	365,412	550,565	751,738	1,101,771	775,616	458,323	5,653,608
1905.....	360,228	321,933	363,508	436,412	565,718	468,191	423,398	522,682	1,024,045	1,037,464	558,917	468,880	6,517,646
1906.....	454,130	330,233	420,774	400,287	630,844	678,800	586,341	525,363	.....	.....	.....	.....	.....
New York Central:													
1904.....	957,809	613,351	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,858	14,575,128
1905.....	1,086,360	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,136,461	1,285,911	1,480,929	1,530,518	1,211,108	936,857	14,143,216
1906.....	901,571	845,963	1,079,773	1,227,286	1,093,731	934,536	1,101,693	1,888,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1904.....	210,329	260,466	309,261	269,444	234,963	223,242	268,177	302,596	382,400	278,066	346,243	275,950	3,311,077
1905.....	259,223	239,139	313,914	271,527	290,916	304,643	349,285	344,700	360,349	372,618	412,553	284,819	3,765,005
1906.....	267,541	246,169	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,420	281,613	3,380,583
1907.....	242,793	219,068	279,647	284,729	292,939	240,135	234,633	322,521	365,371	379,367	336,067	272,663	3,459,319
1908.....	211,973	231,351	265,905	262,149	280,620	217,082	194,455	287,557	307,122	288,329	274,637	253,861	2,964,041
1909.....	180,365	216,080	221,459	214,409	218,639	223,236	192,364	275,230	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1904.....	192,216	217,161	244,423	258,674	283,906	254,286	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1905.....	355,685	361,884	396,771	429,929	505,517	464,809	451,884	674,480	714,302	815,902	746,955	526,009	6,394,083
1906.....	436,742												

NATIONAL AND STATE SECURITIES.

* Indicates that no interest is paid.					* Indicates that no interest is paid.				
National Securities, Sept. 1, 1869.					Massachusetts—Western R. R. Loan, sterling				
Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.	Amounts outstanding.	Rate.	Payable.	WHEN PAY-ABLE.	Market Price.
Loan of June 14, 1858.....registered coupon	20,000,000	5	Jan. & July.	1874 118	—Troy and Greenfield Loan, stg.	3,578,696	5	April & Oct.	'89-'88 115
Loan of June 22, 1860.....registered coupon	7,022,000	5	"	1874 118	—Eastern R. R. Loan.....	1,166,500	5	"	'88-'90 104
Loans of Feb. 8, July 1, Aug. 3, '61 registered coupon	282,732,600	6	"	1871 127	—Nor. & Wore. R. R. Loan.....	400,000	6	Jan. & July.	'69-'71 1877
Oregon War Bonds of March 2, 1861.....	945,000	6	"	1881 120	—B. H. & Erie R. R. Loan, stg.	290,400	6	"	1900
Loan of Feb. 25, 1862 (5-20s).....registered coupon	514,771,600	6	July.	1881 120	—State Scrip (var.).....	171,000	5	Various.	1870
Loan of March 3, 1864 (5-20s).....registered coupon	23,882,500	6	May & Nov.	1882 120	—Union Fund Loan of 1861.....	125,000	5	April & Oct.	1873
Loan of June 30, 1864 (5-20s).....registered coupon	125,561,300	6	"	1882 121	—Bounty Fund Loan of 1863.....	244,000	5	Various.	1874
Loan of March 3, 1865 (5-20s).....registered coupon	203,327,250	6	"	1884 119	—Three Years' Loan.....	60,000	6	June & Dec.	'70-'72 1877
2d series (5-20s).....registered coupon	332,998,950	6	Jan. & July.	1885 120	—Back Bay Loan of 1862-'63.....	220,000	5	Jan. & July.	1871
3d series (5-20s).....registered coupon	379,588,450	6	"	1885 118	—Bounty Fund Loan of 1863.....	200,000	5	"	'72-'73 119
4th series (5-20s).....registered coupon	42,539,350	6	"	1887 117	—Coast Defense Loan of 1863.....	650,000	6	"	'74-'75 122
Loan of March 3, 1864, (10-40s).....registered coupon	194,567,300	5	Mar. & Sept.	1888 118	—War Fund 5-20 Loan.....	1,430,000	6	"	1876
Union Pacific R. R. Bonds.....(currency)	60,880,320	5	Jan. & July.	1904 108	—Three Years' Loan.....	600,000	5	"	'77-'78 1880
Certificates of Mar. 2, 1867, and July 2, 1868.....	50,780,000	3	Jan. & July.	'95-'99 107	—Renewal Loan.....	220,000	5	May & Nov.	1880
Navy Pension Fund of July 23, 1868.....	14,000,000	3	Jan. & July.	Dem.	—Two Million Loan.....	200,000	5	Jan. & July.	1883
Loans of 1842, 1847 and 1848.....	78,850	6	Jan. & July.	Dem.	—War Loan.....	4,000,744	5	May & Nov.	1884
Texas Indemnity Bonds of Sept. 9, 1850.....	242,000	6	Jan. & July.	Dem.	—Bounty Loan.....	4,379,500	5	Jan. & July.	1884
Treasury Notes prior to 1857.....	103,615	var	Jan. & July.	Dem.	—Missouri—State Bonds proper.....	2,725,000	7	Jan. & July.	1883
Treasury Notes of 1857, '60, '61 and '63.....	324,182	7.3	Jan. & July.	Dem.	—Consols. (interest).....	7,000,000	6	Jan. & July.	'41-'71 101
Treasury Notes (7-30s).....	989,750	7.3	Jan. & July.	Dem.	—Railroad Loans.....	453,000	6	Jan. & July.	'62-'90 86
Certificates of Indebtedness.....	12,000	var	Jan. & July.	Dem.	—S. W. Pacific, guar.....	2,830,000	6	"	1887
Compound Interest Notes of 1863 and 1864.....	2,714,980	var	Jan. & July.	Dem.	—Han. and St. Jo. R. R. Loan.....	13,734,000	6	"	'82-'90 86
Temporary Loan of June 30, 1864.....	183,110	var	Jan. & July.	Dem.	—Nebraska—(No Account).....	1,589,000	7	"	'81-'87 88
U. S. Notes (greenbacks).....	356,114,913	var	Jan. & July.	Dem.	—Nevada—(No Account).....	3,000,000	6	"	'81-'85 88
Fractional Currency.....	30,711,800	var	Jan. & July.	Dem.	—New Hampshire—War Loan of July 1, 1861.....	1,089,800	6	Jan. & July.	'69-'78 99
State Securities, latest dates.					—of Sept. 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89 99
Alabama—State Bonds.....	168,900	5	May & Nov.	1872 64	—of Oct. 1, 1865.....	1,267,000	6	April & Oct.	'69-'74 99
—(extended).....	2,414,800	5	Jan. & July.	'83-'85 99	—of July 1, 1866.....	500,000	8	Jan. & July.	1869
—(sterling).....	770,500	6	Jan. & July.	'70-'86 99	—New Jersey—War Loan of 1861 (free).....	1,599,800	6	Jan. & July.	'69-'84 104
—(extended).....	732,800	8	Jan. & July.	1886	—of 1863 (free).....	1,002,900	6	"	'86-'96 104
—(new).....	660,200	8	Jan. & July.	'94-'95 93	—of 1864.....	593,409	6	"	'97-'02 104
Arkansas—State Bonds (Real Estate Bank).....	886,000	6	April & Oct.	1861	—New York—General Fund Stocks.....	700,000	7	J. A. J. & O.	1870
—(State Bank).....	440,000	6	Jan. & July.	1868	—Canal Stocks.....	800,000	6	"	1878
California—Civil Bonds of 1867.....	3,066,500	7	Jan. & July.	1877 128	—pleas.....	1,189,781	6	"	1875
—1860.....	177,500	7	"	1880	—pleas.....	900,009	5	"	1875
—Soldiers' Relief Bonds.....	470,500	7	"	'83-'85 99	—pleas.....	348,107	5	"	1875
—Bounty Bonds.....	982,000	7	"	'83-'85 99	—J. A. J. & O.....	2,607,300	6	J. A. J. & O.	1872 102
Connecticut—War Bonds, My. '61 (10 or 20yr).....	7,513,692	6	Jan. & July.	'71-'81 98	—6,726,800.....	6,726,800	6	"	1873 101
—Oct. '61 (10 or 20yr).....	7,513,692	6	"	'72-'82 99	—2,250,000.....	2,250,000	6	"	1874 103
—Nov. 1863.....	7,513,692	6	"	1883 99	—500,000.....	500,000	6	"	1875 100
—My. '64 (10 or 20yr).....	7,513,692	6	April & Oct.	'74-'78 99	—900,000.....	900,000	6	"	1877 100
—May 1, 1865, (free).....	7,513,692	6	"	1885	—2,035,800.....	2,035,800	6	"	1874 100
—(various) registered.....	867,500	6	Various.	Var.	—Bounty Stock.....	3,757,000	7	Jan. & July.	1877 109
Florida—State Bonds.....	500,000	8	Jan. & July.	Var.	—Bonds.....	22,186,000	7	"	1877 109
Georgia—State Bonds (W. & A. R. R.).....	100,009	7	Jan. & July.	1870 90	—North Carolina—State Bonds (old).....	8,511,000	6	J. & J. or A. & O.	'69-'91 62
—(Act March 12, 1866).....	176,000	7	May & Oct.	1870	—(new).....	3,059,045	6	"	'92-'98 62
—(W. & A. R. R.).....	3,164,500	7	Jan. & July.	1886	—(Chatham R. R.).....	3,200,000	6	Jan. & July.	1900
—(Atl. and Gulf R. R.).....	1,519,000	6	Jan. & July.	'68-'74 84	—(funding).....	2,439,900	6	Jan. & July.	1898
—(sterling).....	734,000	6	May & Oct.	1874	—Ohio—State Loan (New York).....	2,026,171	6	Jan. & July.	1870 100
Illinois—New Internal Improvement Stock.....	1,635,954	6	Feb. & Aug.	'78-'86 102	—Union Loan (Columbus).....	1,600,000	6	"	1875 100
—Interest Bonds.....	996,649	6	Mar. & Sept.	1869	—Oregon—Bounty Bonds.....	4,095,309	6	"	1881 102
—Liquidation Bonds.....	193,400	6	Jan. & July.	1870	—Relief Bonds.....	2,400,000	6	"	1886 102
—Refunded Stock.....	985,900	6	"	1877 100	—Pennsylvania—State Stocks.....	400,000	6	May & Nov.	1871
—Thornton Loan Bonds.....	104,000	6	"	1865	—94,015.....	94,015	7	Jan. & July.	1884
—War Loan Bonds.....	543,200	6	"	'69-'77 102	—82,142.....	82,142	7	"	1874
—Ill. and Mich. Canal.....(sterling)	792,222	6	"	1870	—Various.....	2,797,910	5	Various.	Due
—".....registered	535,307	6	"	1870	—1,642,128.....	1,642,128	5	Jan. & July.	1870 100
Indiana—State Stock.....	2,322,925	5	Jan. & July.	1866 97	—4,724,000.....	4,724,000	5	Various.	'72-'82 94
—War Loan Bonds.....	210,000	6	May & Nov.	1888	—112,000.....	112,000	4	Jan. & July.	1882
Iowa—State Bonds of 1858.....	200,000	7	Jan. & July.	1868	—Inclined Plane Loan.....	400,000	6	April & Oct.	1879
—War and Defense Bonds of 1861.....	300,000	7	"	1881	—Redemption Loan of 1867.....	4,907,150	6	Feb. & Aug.	1872 104
Kansas—War Bonds, 1861-'67.....	750,000	7	Jan. & July.	'76-'97 100	—7,909,600.....	7,909,600	6	"	1877 106
—Territorial Debt Bonds.....	100,000	6	July.	'83-'84 100	—9,273,050.....	9,273,050	6	"	1882 106
Kentucky—State Bonds.....	1,421,000	6	April & Oct.	'71-'72 100	—910,200.....	910,200	5	"	'72-'87 101
—Military Bonds.....	339,000	6	May & Nov.	1879	—Military Loan.....	2,820,750	6	"	1871 100
—180,000.....	180,000	5	April & Oct.	'69-'78 99	—Rhode Island—War Loan of 1861.....	30,500	6	April & Oct.	1871 99
—Various.....	635,000	6	Various.	'80-'93 99	—of 1862.....	1,157,000	6	Mar. & Sept.	1882 99
Louisiana—State Bonds (Schools, &c.).....	684,500	6	Jan. & July.	1893	—of 1863.....	214,000	6	April & Oct.	1883 99
—(Railroads).....	2,092,000	6	Various.	'69-'06 70	—of 1863.....	776,000	6	Jan. & July.	1893 99
—(Charity Hospital).....	86,000	6	Mar. & Sept.	1872	—of 1864.....	881,000	6	Feb. & Aug.	1894
—(Levees).....	1,000,000	6	Various.	1886 65	—South Carolina—Fire Loan, 1838.....	314,454	6	J. A. J. & O.	1870
—(1867).....	2,414,000	6	May & Nov.	1907	—(stg.).....	484,445	5	"	1868
—(1868).....	3,000,000	8	"	1908 84	—State House Loans.....	2,386,000	6	Jan. & July.	'71-'90 99
—(Funding).....	494,800	6	Various.	'86-'88 99	—Blue Ridge R. R.....	1,000,000	6	"	'75-'79 70
Maine—Civil Loans.....	250,000	6	Mar. & Sept.	'75-'78 99	—Funding Bonds.....	1,282,971	6	"	'70-'90 70
—War Loan of 1861.....	171,000	6	Various.	'75-'78 99	—Tennessee—State Bonds.....	1,398,640	5	April & Oct.	Var.
—1863.....	800,000	6	"	1871 99	—289,160.....	289,160	5	"	"
—1864.....	525,000	6	Mar. & Sept.	1883	—1,706,000.....	1,706,000	6	"	"
—Bounty Loan of 1863.....	2,832,500	6	June & Dec.	1889 99	—25,903,000.....	25,903,000	6	Jan. & July.	long. 61
Maryland—Sterling Bonds of 1838.....	475,000	5	J. A. J. & O.	1865	—Railroad Endorsements.....	2,172,000	6	"	Var.
—converted.....	2,252,112	5	"	'89-'90 99	—Funding Bonds.....	4,677,950	6	"	"
—Currency Bonds of 1837.....	269,000	3	"	'89-'90 99	—Texas—No legal debt.....	1,026,000	6	June & Dec.	'71-'78 100
—1837.....	24,000	5	"	1890 99	—Certificates.....	201,000	6	"	'71-'78 100
—1834-'35.....	1,438,428	6	"	1890 99	—Virginia—State Stock.....	20,653,962	6	Jan. & July.	long. 55
—1838-'39.....	625,006	6	"	'70-'85 95	—Bonds.....	10,963,000	6	"	"
—1838-'39.....	46,232	6	"	'89-'90 95	—stg.....	2,331,500	6	"	"
—Defense Loan of 1864-'68.....	2,040,100	6	"	1890	—Funding Stock.....	2,880,801	6	"	1870 58
—Ferry Relief Loan of 1867.....	100,000	6	"	1883 102	—Bonds.....	3,446,000	6	"	'80-'90 58
		6	"	1873	—Guaranteed Bonds.....	1,735,380	6	"	Var.
		6	"	1873	—West Virginia—No Debt.....	167,900	6	Jan. & July.	'77-'88
		6	"	1873	—Wisconsin—War Loan Bonds.....	167,900	6	Jan. & July.	'77-'88

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Cape May and Millville:						
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	\$200,000	7	April & Oct.	New York.	1879	....
Albany and Susquehanna:							Catawissa:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1883	....	1st Mortgage.....	371,000	7	Feb. & Aug.	Philadelphia.	1882	97
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	Cedar Falls and Minnesota:						
2d Mortgage for \$2,000,000.....	802,000	7	April & Oct.	"	1885	80	1st Mort. (C. F. to Waver. 14 m.).....	294,000	7	April & Oct.	New York.	1885	....
Allegheny Valley:							1st Mort. (W. to Minn. L. 67 m.).....	1,407,000	7	Jan. & July.	"	1887	....
1st Mortgage.....	4,000,000	7.3	April & Oct.	Pittsburg.	1896	....	Cedar Rapids and Missouri River:						
2d Mortgage (floating funded).....		7	"	"	18—	....	1st Mortgage.....	3,586	7	Jan. & July.	New York.	1916	91
Androscoquin:							Central Branch Union Pacific:						
1st Mortgage.....	425,000	6	April & Oct.	Portland.	1890	....	1st Mort. (Atchison & Pike's P.).....	1,600,000	6*	May & Nov.	New York.	'95-'96	....
Atlantic and Great Western:							2d Mortgage Govern't subsidy.....	1,600,000	6	Jan. & July.	"	'95-'96	....
1st Mortgage (New York).....		7*	April & Oct.	London.	1879	....	Central of Georgia:						
1st Mortgage (Pennsylvania).....		7*	"	"	1877	....	1st Mortgage.....	786,000	7	March & Sept.	Savannah.	1875	98
1st Mortgage (Ohio).....	6,000,000	7*	"	New York.	1876	....	Central of New Jersey:						
1st Mortgage (Franklin Branch).....		7*	June & Dec.	London.	1882	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	99
1st Mortgage (Buffalo Extension).....		7*	April & Oct.	"	1884	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	....
1st Mortgage (Silver Creek Br.).....		7*	March & Sept.	"	1884	....	New Loan for \$5,000,000.....	1,500,000	7	Feb. & Aug.	"	1890	97
2d Mortgage.....		7*	April & Oct.	New York.	1881	....	Central Ohio:						
2d Mortgage (Pennsylvania).....	3,000,000	7*	"	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	82
2d Mortgage (Ohio).....		7*	Jan. & July.	"	1883	....	Central Pacific of California:						
2d Consolidated Mortgage.....	20,000,000	6*	April & Oct.	"	1895	....	1st Mortgage (on 725 m.) free.....	22,789,000	6*	Jan. & July.	New York.	1895	96
2d Consolidated Mortgage.....	7,000,000	6*	"	"	18—	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	1885	1114
Income Mortgage.....	8,701,806	7*	"	"	18—	....	Convertible bonds.....	1,500,000	7*	"	"	1883	1084
Atlantic and Gulf:							National Loan.....	22,789,000	6	"	"	1895	....
1st Mortgage Consolidated.....	2,000,000	7	"	New York.	1898	....	Charleston and Savannah:						
Atlantic and St. Lawrence:							1st Mortgage (guar. by S. Car.).....	505,000	6	March & Sept.	Charleston.	1877	40
Portland City Loan (sag fund).....	1,500,000	6	Various.	B. & N. Y.	'98-'70	....	Charlotte and South Carolina:						
2d Mortgage.....	1,614,500	6*	April & Oct.	Portland.	1866	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	1880	62
2d Mortgage, sterling.....	885,500	6*	"	London.	1866	....	Cheraw and Darlington:						
Sterling Loan.....	484,000	6*	May & Nov.	"	1878	....	1st Mortgage.....	150,000	7	Jan. & July.	Charleston.	1870	....
Baltimore and Ohio:							Chesapeake and Ohio (Va. Cent.).....						
Loan of 1834.....	753,931	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage for \$10,000,000.....		8	Jan. & July.	New York.	1898	....
Loan of 1855.....	863,250	6	Jan. & July.	"	1875	94	Cheshire:						
Loan of 1850.....	679,500	6	"	"	1880	94	Company bonds.....	771,800	6	Jan. & July.	Boston.	'75-'80	904
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	954	Chester Valley:						
Baltimore City Loan of 1855.....	5,000,000	6	Jan. & July.	"	1890	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	514
Northwestern Va. R. R. 2d Mort.	481,500	6	"	"	1873	....	Chicago and Alton:						
Northwestern Va. R. R. 3d Mort.	165,000	6	"	"	1885	....	1st Mortgage, pref. sinking fund.....	402,000	7	May & Nov.	New York.	1877	98
Bay de Noquet and Marquette:							1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	100
1st Mortgage Income.....	250,000	8	April & Oct.	New York.	'70-'71	....	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1883	93
Bellefontaine:							Chicago, Burlington and Quincy:						
1st Mortgage (B. and Ind. R.R.).....	791,000	7	Jan. & July.	New York.	'70-'90	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	108
2d Mortgage.....	16,000	7	"	"	1870	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....
Bellefonte and Snow Shoe:							2d Mortgage.....	941,000	44	July.	Frankfort.	1890	....
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1876	....	Company bonds.....	680,000	7	March & Sept.	New York.	1890	....
Belvidere Delaware:							Chicago, Cincinnati and Louisv.:						
1st Mortgage (guar. by C. & A.).....	1,000,000	6	June & Dec.	New York.	1877	894	1st Mortgage for \$1,000,000.....	400,000	7*	Jan. & July.	New York.	1887	....
2d Mortgage (guar. by C. & A.).....	500,000	6	March & Sept.	Princeton.	1885	82	Chicago and Great Eastern:						
3d Mortgage (guar. by C. & A.).....	745,000	6	Feb. & Aug.	"	1887	764	Construction.....	400,000	7	April & Oct.	New York.	1895	....
Blue Ridge, S. Car.:							Income.....	300,000	7	"	"	1895	....
1st Mortgage of \$2,500,000.....		7	Jan. & July.	Charleston.	1898	....	Chicago, Iowa and Nebraska:						
Boston and Albany:							1st Mortgage.....	1,110,000	7	"	New York.	1881	....
Sterling Loan.....	2,051,820	5*	April & Oct.	London.	'69-'71	....	Chicago and Milwaukee, (45 m's).....						
Dollar Loan.....	798,000	6	"	Boston.	1875	....	1st Mortgage (C. and N. W.).....	397,000	7	May & Nov.	New York.	1874	....
Boston, Clinton and Fitchburg:							Chicago and Northwestern:						
1st Mortgage.....	400,000	6	Jan. & July.	Boston.	1884	....	Prof. sinking fund b'ds (193 m.).....	1,240,500	7	Feb. & Aug.	New York.	1885	96
Boston, Concord and Montreal:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	904
1st Mort. (Conc. to War, 71 m.).....	204,000	7	Feb. & Aug.	New York.	1865	944	General 1st Mortgage.....	3,594,500	7	Feb. & Aug.	"	1885	884
2d Mort. conv. (1st M. on 22 1/2 m.).....	100,000	6	Jan. & July.	Boston.	1870	904	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1886	884
2d Mort. conv. (1st M. on 22 1/2 m.).....	250,000	7	"	New York.	1870	....	1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1886	....
Sinking Fund Mortgage.....	496,000	6	"	Boston.	1889	924	Equipment Bonds.....	101,000	7	April & Oct.	"	1874	....
Boston, Hartford and Erie:							Mississippi River Bridge Bonds.....	200,000	7	Jan. & July.	"	1884	....
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	80	Elgin and State L. purchase b'ds.....	189,000	6	"	"	1878	....
1st Mortgage (new) for \$20,000,000.....		7	Jan. & July.	"	1899	634	Consolidated sinking fund bonds.....	3,296,000	7	F. M. A. & N.	"	1915	88
Boston and Lowell:							Equipment Bonds.....	1,375,000	10	May & Nov.	"	'68-'71	....
Convertible bonds.....	101,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Gal. & Chic. U. R. R.).....	1,919,000	7	Feb. & Aug.	"	1885	96
Scrip certificates.....	366,000	3	April & Oct.	"	1873	964	2d Mort. (Gal. & Chic. U. R. R.).....	1,029,000	7	May & Nov.	"	1875	95
Wharf purchase bonds.....	200,000	6	"	"	1879	96	1st Mortgage (Peninsula R.R.).....	1,010,000	7	March & Sept.	"	1898	87
Buffalo, Bradford and Pittsburg:							1st Mort. (Chi. & Mil. R. W. 85 m.).....	1,098,000	7	Jan. & July.	"	1898	....
1st Mortgage.....	580,000	7	Jan. & July.	New York.	1886	....	1st Mortgage (Beloit & Mad. R.).....	363,000	7	"	"	1888	....
Buffalo, Corry and Pittsburg:							Chicago, Rock Island and Pacific:						
1st Mortgage (B. C. & P. of Pa.).....	100,000	7	Jan. & July.	Pittsburg.	18—	....	1st Mortgage (C. & R. I. R.R.).....	1,397,000	7	Jan. & July.	New York.	1870	100
1st Mort. (Buff. & O.C. Cross-cut).....	600,000	7	"	New York.	18—	....	1st Mort. (C. R. I. and P. R. R.).....	7,375,000	7	"	"	1890	944
Buffalo and Erie:							Chillicothe and Brunswick:						
Co. bonds (Buff. and State Line).....	400,000	7	June & Dec.	New York.	1870	....	1st Mortgage.....	500,000	8	May & Nov.	New York.	1898	....
Co. bonds (Buff. and State Line).....	100,000	7	May & Nov.	"	1873	....	Cincinnati, Dayton and Eastern:						
Co. bonds (Buff. and State Line).....	200,000	7	Jan. & July.	"	1882	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....
Co. bonds (Erie and Northeast).....	300,000	7	March & Sept.	"	1886	....	Cincinnati, Hamilton and Dayton:						
Buffalo, New York and Erie:							2d Mortgage (1st Mort. paid).....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	90	3d Mortgage.....	500,000	8	Jan. & July.	"	1885	....
2d Mortgage.....	380,000	7	May & Nov.	"	1872	834	New Mortgage.....	254,000	7	"	"	1887	....
Burlington, Cedar Rapids & Minn.:							Cincinnati and Indiana:						
1st Mortgage.....	600,000	8	Feb. & Aug.	New York.	1919	....	1st Mortgage.....	2,500,000	7	June & Dec.	New York.	1892	73
Burlington and Missouri River:							2d Mortgage.....	2,000,000	7	Jan. & July.	"	'77-'87	79
Land Grant Mortgage.....	4,690,608	7	April & Oct.	New York.	1893	....	Cincinnati and Indianapolis June:						
1st Convertible bonds.....	600,000	7	Jan. & July.	"	1870	....	1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Convertible bonds.....	600,000	7	"	"	1875	....	2d Mortgage.....	800,000	7	March & Sept.	"	1893	....
3d Convertible bonds.....	958,545	8	"	"	1880	744	1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....
California Pacific:							Cincinnati and Martinsville:						
1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889	....	1st Mort. (guar. by I. C. & Laf.).....	400,000	7	Jan. & July.	New York.	1895	....
Camden and Amboy:							Cincinnati, Richmond & Chicago:						
Sterling Bonds, sag fund £337,250.....	1,632,290	6*	Jan. & July.	London.	1880	....	1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....
Sterling Loan, sag fund £369,200.....	1,840,000	5*	March & Sept.	"	1894	....	Cincinnati and Zanesville:						
Loan for \$800,000.....	323,220	6	April & Oct.	New York.	1870	974	1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....
Loan for \$675,000.....	675,000	6	"	"	1875	91	Cleveland, Columbus and Cinc.:						
Loan for \$1,700,000.....	1,700,000	6	Feb. & Aug.	"	1883	84	1st Mortgage.....	425,000	7	June & Dec.	New York.	'68-'90	....
Loan for \$2,500,000.....	867,000	6	May & Nov.	"	1889	854	Cleveland and Mahoning:						
Consol. Mortgage for \$5,000,000.....	4,665,940	6	June & Dec.	"	1889	95	1st Mortgage.....	850,000	7	Feb. & Aug.	New York.	1873	....
Camden and Atlantic:							3d Mortgage.....	587,000	8	March & Sept.	"	1876	....
1st Mortgage.....	490,000	7	Jan. & July.	Philadelphia.	1873	....	Hubbard Branch, 1st Mortgage.....	147,500	7	Jan. & July.	"	1881	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Cleveland and Pittsburg:						
Camden and Burlington County:							2d Mortgage (or 1st Extension).....	1,130,000	6	March & Sept.	New York.	1873	100
1st Mortgage of 1867 for \$850,000.....	305,000	6	Feb. & Aug.	Philadelphia.	1897	86	3d Mortgage (or 2d Extension).....	1,697,000	7	May & Nov.	"	1875	90
Cape Cod Central:							4th Mortgage (or 3d Extension).....	1,106,489	7	Jan. & July.	"	1892	744
1st Mortgage.....	125,000	6	Jan. & July.	Boston.	'69-'73	Consol. S. F. Mort. (\$5,000,000).....	376,000	7	May & Nov.	"	1890	84

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Painesv. & Ash. (L. Shore):							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1897	98
2d Mortgage.....	1,000,000	7	" "	" "	1880	92	2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	94½
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1892		3d Mortgage.....	6,000,000	7	" "	" "	1883	87
Cleveland & Toledo (Lake Shore):							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	83
1st Mort. (June R. R. 1st Div.)..	13,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1888	76
1st Mort. (June R. R. 2d Div.)..	116,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage S. F. (Clev. & Tol.)	2,015,000	7	Jan. & July.	" "	1885	90½	Starling Loan £800,000.....	4,844,444	6	March & Sept.	London.	1875	
2d Mortgage (Clev. & Tol.).....	1,000,000	7	April & Oct.	" "	1886		Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	410,000	7	Jan. & July.	New York.	1888		2d Mortgage.....	700,000	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							New Mortgage.....	859,000	7	Jan. & July.	" "	1893	
Consol. 1st Mortgage skg fund.....	15,000,000	7	April & Oct.	New York.	1908	81	Evansville and Crawfordsville:						
Columbus and Indiana Central:							1st Mortgage of 1882.....	350,000	7	Jan. & July.	New York.	1869	
2d Mortgage.....	821,000	7	May & Nov.	New York.	1886	81	1st Mortgage of 1884.....	740,000	7	May & Nov.	" "	1869	
Income Bonds.....	1,243,000	7	" "	" "	1881		Rockville Extension 1st Mort.....	150,000	7	Feb. & Aug.	" "	1881	
Columbus and Hocking Valley:							Fall River, Warren & Providence:						
1st Mortgage.....	262,500	7	Jan. & July.	New York.	1897		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Consol. 2d Mortgage skg fund.....	5,000,000	7	Feb. & Aug.	" "	1909		Flemington:						
Columbus and Xenia:							1st Mortgage guaranteed.....	100,000	6	" "	Princeton.	18—	
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		Flint and Pere Marquette:						
Connecticut and Passumpsic Riv.:							1st Mortgage.....	1,520,500	7	" "	New York.	18—	
1st Mortgage sinking fund.....	500,000	6	June & Dec.	Boston.	1876	87½	Galena & Chic. Union (C.N. & W.):						
Notes of '66 and '67, free.....	295,000	7	" "	" "	1876-77		1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	96
Connecticut River:							2d Mortgage.....	1,029,000	7	May & Nov.	" "	1875	96
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	Grand Rapids and Indiana:						
Connecting:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	87½	Grand River Valley:						
Cumberland and Pennsylvania:							1st Mortgage guaranteed.....	1,000,000	8	Jan. & July.	New York.	1886	
1st Mortgage for \$1,000,000.....	875,000	6	March & Sept.	New York.	1891		Grand Trunk (Can.):						
2d Mortgage sinking fund.....	799,000	6	May & Nov.	" "	1885		1st Preference Bonds.....	12,573,661	5	Jan. & July.	London.	18—	
Cumberland Valley:							2d Preference Bonds.....	7,355,986	5	" "	" "	18—	
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		3d Preference Bonds.....	3,414,094	4	" "	" "	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		4th Preference Bonds.....	25,992,860	4	" "	" "	18—	
Danbury and Norwalk:							Equipment Bonds.....	2,433,333	6	April & Oct.	" "	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1880		Postal and Military bonds.....	5,840,000	var	Feb. & Aug.	" "	18—	
Danv., Urbana, Blooming. & Pekin:							Great Western of Canada:						
1st Mortgage sinking fund.....	2,000,000	7	Jan. & July.	New York.	1908		Government Loan £573,688.....	2,782,387	6	" "	Ottawa.	18—	
Dayton and Michigan:							Mortgage Bonds £615,200.....	2,983,720	6	" "	London.	18—	
1st Mortgage sinking fund.....	2,603,000	7	Jan. & July.	New York.	1881		Mortgage Bonds £547,000.....	2,652,950	5	" "	" "	18—	
2d Mortgage.....	642,000	7	March & Sept.	" "	1884		Stock Debentures £46,700.....	226,500	5	" "	" "	18—	
Toledo Depot Mortgage.....	169,500	7	" "	" "	81-94		Great Western of Illinois:						
Dayton and Union:							1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1888	100
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		1st Mortgage (General).....	1,455,000	7	" "	" "	1888	85
Income Bonds.....	252,445	6	" "	" "	1879		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	82
Dayton and Western:							Greenville and Columbia:						
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1886	
2d Mortgage.....	463,000	6	Jan. & July.	" "	1905		Hannibal and St. Joseph:						
Delaware:							Land Mortgage.....	1,900,000	7	April & Oct.	New York.	1881	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Convertible bonds.....	800,000	7	Jan. & July.	" "	1883	
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Eight per cent. Loan.....	860,000	8	" "	" "	18—	
State Loan.....	170,000	6	" "	" "	1876		Ten per cent. Loan.....	1,000,000	10	" "	" "	1872	
Extension Mortgage.....	100,000	6	" "	" "	1880		Ten per cent. Loan.....	500,000	10	" "	" "	1869	
Delaware, Lackawanna & Western:							1st Mort. (Quincy and Palmyra)	500,000	8	" "	" "	18—	
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mort. (Kan. City & Cameron)	1,200,000	10	" "	" "	18—	
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1875	100	Harrisburg and Lancaster:						
2d Mort. (General) for \$2,600,000.	1,635,000	7	March & Sept.	" "	1881	90	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
Des Moines Valley:							Hartford and New Haven:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	95
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		Hartford, Providence and Fishkill:						
Detroit and Milwaukee:							1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876	
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876	
2d Mortgage.....	1,000,000	8	" "	" "	1875		Hempfield:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1872	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		Houston:						
Bonds of June 30, 1886, (cond.)..	1,611,639	6	" "	" "	1886		1st Mortgage.....	191,000	7	Jan. & July.	Bridgeport.	1877	
Detroit, Mon. & Tol. (M.S. & N.L.)							2d Mortgage.....	100,000	7	" "	" "	1885	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		Houston and Texas Central:						
Detroit and Pontiac (Det. & Mil.):							1st Mortgage (L.G.) sinking fund	2,600,000	7	Jan. & July.	New York.	1891	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1878		Hudson River:						
1st Mortgage.....	150,000	7	April & Oct.	" "	1878		1st Mortgage.....	1,936,000	7	Feb. & Aug.	New York.	1870	99
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	102
Dubuque and Sioux City:							3d Mortgage.....	183,000	7	May & Nov.	" "	1875	100
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92	Huntington and Broad Top Mt.:						
1st Mortgage (construction).....	600,000	7	" "	" "	1894		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	82
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
Dubuque Southwestern:							Consol. Mortgage.....	887,045	7	April & Oct.	" "	1895	33
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		Illinois Central:						
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		Construction.....	3,955,000	7	April & Oct.	New York.	1875	120
East Brandywine & Waynesburg:							Construction.....	437,500	6	" "	" "	1875	
1st Mortgage.....	140,000	7	Feb. & Aug.	Philadelphia.	1882		Redemption.....	2,560,500	6	" "	" "	1890	
East Pennsylvania:							Redemption, sterling.....	2,424,500	6	" "	London.	1875	
1st Mortgage, Sinking Fund.....	606,900	7	April & Oct.	Philadelphia.	1888		Illinois and Southern Iowa:						
East Tennessee and Georgia:							1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Indianapolis, Cin. and Lafayette:						
Tennessee Loan (1866).....	436,680	6	" "	" "	1898		1st Mortgage.....	2,500,000	7	Jan. & July.	New York.	1886	
Mortgage (old).....	640,000	6	" "	" "	1880		1st Mortgage (Ind. and Cin.).....	500,000	7	April & Oct.	" "	1888	
Mortgage (new).....	135,900	7	" "	" "	1880		Indianapolis, Crawfordsv. & Danv.:						
East Tennessee and Virginia:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1888	
Tennessee Loan (old).....	1,599,000	6	Jan. & July.	New York.	1888		Indianapolis and Madison:						
Tennessee Loan (1866).....	600,000	6	" "	" "	1898		1st Mortgage.....	612,000	7	May & Nov.	New York.	1881	
Tennessee endorsed bonds.....	178,000	6	" "	" "	18—		Iowa River:						
Eastern:							1st Mortgage (Eldora R. R.).....	272,000	7	Jan. & July.	New York.	1888	
State Loan (1st Lien).....	275,000	5	J. A. J. & O.	Boston.	68-72		Jackson, Lansing and Saginaw:						
2d Mortgage, (convert. sterling).....	420,000	6	Jan. & July.	London.	1872		1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1884	96½
2d Mortgage, convertible.....	739,000	6	Feb. & Aug.	Boston.	1874	95½	Jeffersonville (J. M. & L.):						
1st Mortgage, (Essex Railroad).....	214,000	6	Jan. & July.	" "	1876		2d Mortgage.....	397,000	7	April & Oct.	New York.	1873	
Bonds of 1868.....	600,000	6	March & Sept.	" "	1889	96	Jeffersonville, Madison & Indian.:						
Elginfield and Kentucky:							1st Mortgage.....	1,961,000	7	April & Oct.	New York.	1906	
Tennessee Loan.....	870,000	6	Jan. & July.	New York.	18—		Joliet and Chicago:						
Elmira and Williamsport:							1st Mortgage, guaranteed, S. F.:	500,000	8	Jan. & July.	New York.	1883	
1st Mortgage.....	1,050,000	7	Jan. & July.	Philadelphia.	1880	89	Joliet and Northern Indiana:						
Income Bonds.....	870,000	5	April & Oct.	" "	1872	90	1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	
European and North American:							Junction, Philadelphia:						
1st Mortgage (Bangor to Wian.)	1,000,000	6	Jan. & July.	London.	1886		1st Mortgage, guaranteed.....	800,000	6	April & Oct.	Philadelphia.	1896	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Kentucky Central:							Mobile and Montgomery:						
1st Mort. (Covington & Lexington).....	\$128,000	7	— & —	New York.	1873	....	1st Mortgage.....	\$1,200,000	8	May & Nov.	New York.	1888	....
2d Mortgage (do.).....	794,000	7	— & —	"	1883	....	Mobile and Ohio:						
3d Mortgage (do.).....	237,000	7	— & —	"	1885	....	1st Mortgage, Sterling.....	4,593,000	6*	May & Nov.	London.	1882	....
Kokuk and St. Paul:							1st Mortgage, Sterling.....	6*	"	"	Mobile.	1882	52
1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	94½	Tennessee Loans.....	1,069,800	6	Jan. & July.	New York.	1891	....
Knoxville and Charleston:							Income of '61, '62, '65 and '67.....	388,900	8	May & Nov.	Mobile.	1887	19
Tenn. State Loan.....	450,000	6	Jan. & July.	New York.	1898	....	Liquidation (10 year) bonds.....	556,421	8	"	New York.	1876	....
Knoxville and Kentucky:							Interest bonds.....	607,000	8	"	Mobile.	1882	38½
Tenn. State Loan (old).....	1,310,000	6	Jan. & July.	New York.	1890	....	Montgomery and Euflala:						
Tenn. State Loan (new).....	800,000	6	"	"	1898	....	1st Mortgage, endorsed by Ala.....	129,000	8	March & Sept.	New York.	1886	....
Lackawanna and Bloomsburg:							Montgomery and West Point:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....	Income Bonds.....	100,000	8	Jan. & July.	New York.	1871	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	Income Bonds.....	306,900	8	"	"	1876	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	Mortgage Bonds.....	719,500	8	"	"	1881	82
2d Mortgage (Extension).....	400,000	7	May & Nov.	"	1890	....	Morris and Essex:						
Lake Erie and Louisville:							1st Mortgage, Sinking Fund.....	5,000,000	7	May & Nov.	New York.	1915	90½
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	2d Mortgage.....	3,000,000	7	Feb. & Aug.	"	1891	91
Lawrence:							Nashville and Chattanooga:						
1st Mortgage.....	360,000	7	"	"	1886	....	1st Mortgage, endorsed by Tenn.....	1,569,000	6	Jan. & July.	New York.	1890	....
Lehigh and Lackawanna:							Tenn. State Loan.....	150,000	6	"	"	1892	....
1st Mortgage (tax free).....	200,000	7	Feb. & Aug.	Philadelphia.	1897	87½	Tenn. Coupons Funded.....	428,270	6	"	"	1892	....
Lehigh Valley:							Nashville and Decatur:						
1st Mort. (exchangeable for new)	1,262,000	6	May & Nov.	Philadelphia.	1873	95	Tenn. State Loan.....	2,465,176	6	Jan. & July.	New York.	'90-'92	....
New Mortgage, free of taxes.....	1,917,000	6	June & Dec.	"	1898	94	Income Bonds (Tenn. and Ala.).....	205,000	10	April & Oct.	Nashville.	1870	....
1st Mortgage (Hazleton).....	149,500	6	Jan. & July.	"	1878	....	2d Mortgage.....	500,000	6	"	New York.	1887	....
Little Miami:							Nashville and Northwestern:						
1st Mortgage.....	1,489,000	6	May & Nov.	New York.	1883	....	Tenn. State Loan.....	2,672,000	6	Jan. & July.	New York.	'88-'94	....
Cincinnati Loan.....	100,000	6	"	"	1880	....	2d Mortgage.....	792,050	6	"	"	'71-'83	....
Little Schuylkill:							Naugatuck:						
1st Mortgage, sinking fund.....	807,500	7	April & Oct.	Philadelphia.	1877	99	1st Mortgage, Convertible.....	166,000	7	Jan. & July.	Bridgeport.	1878	....
Long Island:							Newark and New York:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	95	1st Mortgage.....	600,000	7	Jan. & July.	New York.	18—	....
Hunter's Point Extension.....	175,000	7	Feb. & Aug.	"	1890	....	Newburg & New York (Oct. 1, '68):						
Glen Cove Branch.....	150,000	6	May & Nov.	"	1893	....	1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....
Louisville, Cincin. and Lexington:							New Bedford and Taunton:						
1st Mortgage for \$3,000,000.....	2,628,000	7	Jan. & July.	New York.	1897	85	1st Mortgage.....	174,000	6	Jan. & July.	Boston.	1881	....
Louisville and Frankfort:							1st Mortgage.....						
1st Mortgage.....	88,000	6	Jan. & July.	New York.	'70-'78	....	New Brunswick and Canada:	1,100,000	6*	May & Nov.	London.	1867	....
Louisville Loan.....	100,000	6	"	"	1881	....	1st Mortgage, Sterling \$220,000..						
Louisville and Nashville:							Newcastle and Beaver Valley:						
1st Mortgage, Main Stem.....	1,515,000	7	Jan. & July.	New York.	'69-'77	98	1st Mortgage for \$150,000.....	125,000	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage, Memphis Branch.....	287,000	7	May & Nov.	"	'70-'75	96	2d Mortgage for \$100,000.....	29,500	7	March & Sept.	"	1877	....
1st Mortgage, Bardonia Branch.....	27,500	7	Jan. & July.	"	"	1870	New Haven and Darby:						
1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	92	1st Mortgage.....	300,000	7	May & Nov.	New York.	1888	....
Louisville Loan, Main Stem.....	849,000	6	April & Oct.	"	'86-'87	....	New Haven and Northampton:						
Louisville Loan, Lebanon Br.....	225,000	6	May & Nov.	"	1886	....	1st Mortgage.....	450,000	7	Jan. & July.	New Haven.	1869	....
Louisville Loan, Leb. Br. Ext.....	600,000	6	April & Oct.	"	1893	....	1st Mort. (Hamps. & Hampd.)..	200,000	6	April & Oct.	"	1874	....
Consolid. 1st mort. for \$8,000,000		7	"	"	1898	90	New Jersey:						
Louisville, N. Albany & Chicago:							Company Bonds (var. issues)...	850,000	6	Feb. & Aug.	New York.	'75-'87	98
1st Mort. New Albany & Salem	2,235,000	6	— & —	New York.	1892	....	New London Northern:						
Macon and Brunswick:							1st Mortgage.....	60,000	7	Jun. & Dec.	New London.	1875	....
1st Mort. endorsed by Georgia..	140,000	7	Jan. & July.	New York.	1881	....	1st Mortgage, Extension.....	370,000	7	March & Sept.	"	1885	....
Mahanoy and Broad Mountain:							2d Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1884	....	New Mortgage.....						
Maine Central:							N. Orleans, Jackson & Gt. North:						
\$1,100,000 Loan.....	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	....	1st Mortgage for \$3,000,000.....	2,741,000	8	Jan. & July.	New York.	1886	78
\$400,000 Loan.....	307,700	6	June & Dec.	"	'70-'71	....	2d Mortgage for \$1,500,000.....	1,157,000	8	April & Oct.	"	1890	70
Bangor City Loan.....	621,000	6	April & Oct.	"	1874	....	N. Orleans, Opelousas & Gt. Wm:						
2d Mort. (Feb. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	....	1st Mort. construction (80 m.)...	1,842,000	8	April & Oct.	New York.	1889	46
1st Mortgage.....	2,500,000	7	Feb. & Aug.	Baltimore.	1891	88	2d Mort. (F.) for \$1,000,000 (80m.)		8	Jan. & July.	"	1887	....
1st Mortgage, Sterling.....	1,000,000	7	"	London.	1891	....	New York Central:						
2d Mortgage.....	2,500,000	7	May & Nov.	Baltimore.	1896	68½	Premium, Sinking Fund Bonds.....	5,946,689	6	May & Nov.	New York.	1883	90
Scioto and Hocking Valley.....	300,000	7	"	"	1896	....	Funding, Sinking Fund Bonds..	1,514,000	7	Feb. & Aug.	"	1876	100
Memphis and Charleston:							Bonds for B. & N. Falls R.R.Co.	76,000	6	May & Nov.	"	1883	....
Tenn. State Loan.....	1,595,530	6	Jan. & July.	New York.	1890	....	Bonds for railroad.....	592,000	6	"	"	1883	87
1st Mortgage, Convertible.....	1,293,000	7	May & Nov.	"	1880	85	Bonds for real estate.....	182,000	6	"	"	1883	87
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885	....	Bonds and mortgages.....	58,215	7	Feb. & Aug.	"	1876	120
Memphis and Little Rock:							Convertible bonds.....	210,000	7	June & Dec.	"	1887	90
Tenn. State, endorsements.....	445,000	6	Jan. & July.	New York.	1890	....	Renewal bonds of 1868.....	2,900,000	6	"	"	1887	90
Mortgage (road and land).....	1,300,000	8	May & Nov.	"	1890	....	New York and Flushing:						
Ark. State Loan.....	900,000	7	Jan. & July.	"	1897	....	1st Mortgage.....	125,000	7	— & —	New York.	18—	....
Michigan Central:							New York and Harlem:						
1st Mortgage, sterling.....	467,489	6*	Jan. & July.	London.	1872	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	101½
1st Mortgage, sterling, convertible	500,000	6*	March & Sept.	"	1869	....	Consolidated mortgage of 1863..	1,797,000	7	Feb. & Aug.	"	1863	....
1st Mortgage, dollars, convertible	1,294,500	8	"	New York.	1869	113½	New York and New Haven:						
1st Mortgage, dollars, convertible	500,000	8	April & Oct.	"	1882	130	1st Mortgage.....	1,069,500	6	April & Oct.	New York.	1875	97
Consol. Sinking Fund Mortgage	4,207,000	8	"	"	1882	....	New York, Providence & Boston:						
Michigan Southern & North. Ind.:							1st Mortgage.....	250,000	6	Feb. & Aug.	New York.	'73-'78	....
1st Mortgage, Sinking Fund.....	6,728,000	7	May & Nov.	New York.	1885	98½	Extension Bonds.....	250,000	6	May & Nov.	"	1883	....
2d Mortgage.....	2,693,000	7	"	"	1877	92½	Norfolk and Petersburg:						
Detroit, Monroe & Toledo Mort.	924,000	7	Feb. & Aug.	"	1876	93	1st Mortgage.....	119,500	7	Jan. & July.	New York.	1875	72½
Mifflin and Centre County:							2d Mortgage.....	303,600	8	"	"	1875	80
1st Mortgage.....	172,500	6	April & Oct.	Philadelphia.	1885	....	2d Mortgage for \$300,000.....	45,000	8	"	Norfolk.	1872	....
2d Mortgage (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	North Eastern:						
3d Mortgage (" "													

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Portland and Kennebec:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Co.'s shops.	1867	.....	1st Mortgage.....	\$230,000	6	April & Oct.	Boston.	1883	.....
New Loan for \$800,000.....		8		"	1887	.....	Consolidated Bonds.....	300,000	6	"	"	1896	.....
Norwich and Worcester:							Pittsburg, Ft. Wayne & Chicago:						
1st Mort. (Mass. Loan) skg fund	400,000	6	Jan. & July.	Boston.	1877	.....	1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100
Construction bonds.....	124,500	7	"	"	1877	.....	1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	.....
Steamboat mortgage.....	45,000	7	Feb. & Aug.	"	1870	.....	1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	.....
Ogdensburg and Lake Champlain:							1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	.....
1st Mort. conv. into pref. stock..	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	.....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102	1st Mortgage (Series F).....	875,000	7	June & Dec.	"	1912	.....
Ohio and Mississippi:							2d Mortgage (Series G).....	860,000	7	Jan. & July.	"	1912	95
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	92	2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	"	1912	.....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	.....	2d Mortgage (Series I).....	860,000	7	March & Sept.	"	1912	.....
2d Mortgage, W. Div.....	556,000	7	"	"	1874	.....	2d Mortgage (Series K).....	860,000	7	April & Oct.	"	1912	.....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	.....	2d Mortgage (Series L).....	860,000	7	May & Nov.	"	1912	.....
Consolidated Mort. for \$6,000,000	1,652,000	7	Jan. & July.	"	1898	83	2d Mortgage (Series M).....	860,000	7	June & Dec.	"	1912	.....
Consolidated Mort. sterling.....	83,420	7	"	London.	1898	.....	3d Mortgage.....	2,000,000	7	April & Oct.	"	1912	92
Oil Creek and Allegheny River:							Bridge (O. & P. R. R.) bonds.....	153,000	7	May & Nov.	"	1876	.....
1st Mortgage.....	3,170,000	7	Jan. & July.	Philadelphia.	1897	.....	Placerville and Sacramento:						
Old Colony and Newport:							1st Mortgage.....	225,000	10	Jan. & July.	San Francisco	1894	.....
Company Bonds.....	1,000,000	6	March & Sept.	Boston.	1876	.....	1st Mortgage.....	525,000	10	"	"	1894	.....
Company Bonds.....	458,000	6	April & Oct.	"	1875	94	Providence, Warren and Bristol:						
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101	1st Mortgage.....	100,000	8	March & Sept.	Providence.	1872	.....
Oregon, Alexandria & Manassas:							2d Mortgage.....	50,000	8	June & Dec.	"	1877	.....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80	Quincy and Toledo:						
2d Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	73	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	.....
3d Mort. " " "	573,500	8	May & Nov.	Richmond.	1873	82	Raritan and Delaware Bay:						
4th Mort. " " "	331,700	8	March & Sept.	Alexandria.	1880	70	1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	.....
1st Mort. (general).....	708,000	7	Jan. & July.	New York.	1882	78	2d Mortgage.....	250,000	7	"	"	1888	.....
Va. State Loan.....	249,962	6	"	"	1887	.....	Equipment Bonds, convertible..	290,000	7	"	"	1876	.....
Oswego Valley:							Reading and Columbia:						
1st Mortgage 5-20 years.....	200,000	10	Jan. & July.	New York.	1888	.....	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	.....
Oswego and Rome:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	.....
1st Mort. guar. by R. W. & O.....	500,000	7	May & Nov.	New York.	1916	.....	Rensselaer and Saratoga:						
Income.....	200,000	6	Feb. & Aug.	"	1891	.....	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	.....
Oswego and Syracuse:							1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	.....
1st Mortgage.....	498,500	6	May & Nov.	New York.	'70-'80	.....	1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	.....
2d Mortgage.....	375,000	7	"	"	1885	.....	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	.....
Pacific of Mo.:							Richmond and Danville:						
Mortgage, construction.....	1,500,000	7	Jan. & July.	New York.	1880	.....	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	.....
St. Louis Loan.....	700,000	6	"	"	'71-'73	91	Bonds guaranteed by Virginia..	161,600	6	"	"	'75-'76	72
1st (new) Mortgage.....	7,000,000	6	Feb. & Aug.	New York.	1888	97	Consolidated, coupon.....	1,298,000	6	May & Nov.	"	'76-'90	.....
Panama:							Consolidated, registered.....	408,500	6	"	Richmond.	'76-'90	.....
1st Mortgage, Sterling.....	416,000	7	April & Oct.	London.	1870	.....	Rich., Frederickburg & Potomac:						
1st Mortgage, Sterling.....	346,000	7	"	"	1875	.....	Company Bonds, sterling.....	67,778	6	Jan. & July.	London.	1875	.....
2d Mortgage, Sterling.....	1,150,000	7	Feb. & Aug.	"	1872	.....	Company Bonds, dollar.....	172,800	7	"	Richmond.	1876	.....
Paterson and Newark:							Richmond and Petersburg:						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1888	.....	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	.....
Pemberton and Hightstown:							Company Bonds (coupons).....	175,000	8	March & Sept.	Philadelphia.	1870	.....
1st Mortgage endorsed.....	100,000	7	— & —	New York.	1877	.....	Richmond and York River:						
Peninsula (C. & N. W.):							1st Mortgage.....	600,000	8	— & —	New York.	18—	.....
1st Mortgage.....	1,010,000	7	March & Sept.	New York.	1898	96	Roanoke Valley (R. & Dan.):						
Pennsylvania:							1st Mortgage.....	160,800	7	Feb. & Aug.	Richmond.	'69-'76	.....
1st Mort. {Harriab. to Pittsb.}	4,972,000	6	Jan. & July.	Philadelphia.	1880	.....	Rockford, R. Island & St. Louis:						
2d Mort. {Harriab. to Pittsb.}	2,594,000	6	April & Oct.	"	1875	99	1st Mortgage, convertible, S.F. free	9,000,000	7	Feb. & Aug.	N. Y. & Lond.	1919	96
2d M. stg. {Harriab. to Pittsb.}	2,283,840	6	"	London.	1875	98	Rock Island and Peoria:						
General Mortgage.....	1,545,000	6	J. A. J. & O.	Philadelphia.	1910	.....	1st Mortgage.....	1,384,000	7	— & —	New York.	18—	.....
State lien on whole property.....	6,232,755	5	April & Oct.	Harrisburg.	'69	.....	Rome, Watertown & Ogdensburg..						
Short Bonds and Debentures.....	3,520,728	8	J. A. J. & O.	Philadelphia.	'69-'71	.....	1st Mortgage, Sinking Fund.....	571,000	7	June & Dec.	New York.	1891	100
Pennsylvania and New York:							Sinking Fund (Watert. & Rome)	757,500	7	March & Sept.	"	1880	.....
1st Mortgage guaranteed.....	2,607,000	7	— & —	Philadelphia.	18—	.....	1st Mort. (Potsdam & Watert.)..	511,500	7	June & Dec.	"	'69-'74	.....
Pensacola and Georgia:							Rutland and Burlington:						
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	.....	1st Mort. conv. into pref. stock..	1,800,000	7	Feb. & Aug.	Boston.	1863	140
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	.....	2d Mort. conv. into com. stock..	937,500	7	"	"	1863	60
2d Mortgage.....	255,000	8	"	"	18—	.....	Sacramento Valley:						
Peoria and Bureau Valley:							1st Mortgage.....	400,000	10	Jan. & July.	New York.	1875	.....
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	.....	2d Mortgage.....	329,000	10	Feb. & Aug.	Sacramento.	1881	.....
Peoria, Pekin and Jacksonville:							St. Joseph and Council Bluffs:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	.....	1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893	.....
Perkiomen:							1st Mortgage (in Iowa 62 m.)...	150,000	10	"	"	1893	.....
1st Mortgage.....	255,000	6	— & —	Philadelphia.	18—	.....	2d Mortgage (" " ").....	500,000	7	— & —	"	1882	.....
Perth Amboy and Woodbridge:							St. Louis, Alton and Terre Haute:						
1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	18—	.....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	95
Philadelphia and Baltimore Cent.:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	.....
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	.....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	81
Philadelphia and Erie:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	.....
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	100	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	76
1st Mortgage (General).....	5,000,000	6	"	"	1881	88	St. Louis and Iron Mountain.....						
2d Mortgage.....	4,000,000	7	"	"	1901	83	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	81
3d Mortgage for \$3,000,000.....	600,000	7	Jan. & July.	"	1885	.....	St. Louis, Jacksonville & Chicago:						
Philadelphia, Germant. & Norist.:							1st Mortgage (\$15,000 per mile).	2,265,000	7	April & Oct.	New York.	1884	95
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	.....	2d Mortgage (\$5,000 per mile)...	360,000	7	Jan. & July.	"	1898	.....
Philadelphia and Reading:							St. Louis and St. Joseph:						
Bonds of 1849.....	401,600	6	April & Oct.	Philadelphia.	1870	100	1st Mortgage.....	1,000,000	6	May & Nov.	New York.	1893	.....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	96	St. Louis, Vandalia & T. Haute:						
Bonds of 1866-43-44-48 and 49..	2,497,800	6	"	"	1880	89	1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	.....
Bonds of 1867, convertible.....	171,500	6	"	"	1886	96	2d Mortgage, S. F., guaranteed.	2,600,000	7	"	"	18—	.....
Bonds of 1830, Sterling.....	182,400	5	"	London.	1880	.....	St. Paul and Chicago:						
Bonds of 1838, Sterling, conv.....	288,000	7	"	"	'72-'77	.....	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	.....
Bonds of 1868 for renewals.....	477,500	6	April & Oct.	"	1893	.....	St. Paul and Pacific 1st Division:						
Mort. bonds of '68, clear of taxes	2,255,000	7	"	Philadelphia.	1893	108	1st Mortgage (10 miles).....	120,000	8	March & Sept.	New York.	1892	.....
Philadelphia and Trenton:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	.....
1st Mort. (Camden & Amboy).....	200,000	6	May & Nov.	Philadelphia.	1868	.....	2d Mortgage and Land Grant....	1,300,000	7	June & Dec.	"	1892	.....
Philadelphia, Wilmington & Balt.:							General Mort., etc. for \$780,000...		7	Jan. & July.	London.	18—	.....
Mortgage Loan, convertible.....	388,000	6	Jan. & July.	Philadelphia.	1884	.....	General Mort., dol. for \$2,020,000		7	"	New York.	18—	.....
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	.....	St. Paul and Sioux City:						
Bonds of 1867.....	945,000	6	"	"	1887	.....	1st Mortgage for \$16,000 p. m....	100,000	7	Jan. & July.	New York.	1896	.....
Pittsburg, Cincinnati & St. Louis:							Salem:						
1st Mortgage, guaranteed.....	4,005,000	7	Feb. & Aug.	Philadelphia.	1900	.....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	.....
Pittsburg and Connellsville:							Salem and Lowell:						
1st Mort. (Turtle Creek Div.).....	400,000	6	Feb. & Aug.	New York.	1889	.....	1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1876	98
1st Mort. (new) for \$4,000,000...		7	Jan. & July.	Baltimore.	1898	83	Sandusky, Mansfield and Newark:						
Port Huron and Lake Michigan:							1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1875	.....
1st Mortgage for \$16,000 p.m....	1,800,000	7	May & Nov.	N. Y. & Lond.	1899	95	Funded Coupons.....	860,000	7	"	"	1875	.....
Pot-dam and Watert. (R. W. & O.)							Schuylkill and Susquehanna:						
1st Mortgage, guaranteed.....	511,500	7	June & Dec.	New York.	'69-'74	.....	1st Mortgage.....	87,000	6	Jan. & July.	Philadelphia.	1873	.....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Seaboard and Roanoke:							Vicksburg and Meridian:						
1st Mortgage.....	\$210,000	7	— & —	New York.	1880	...	Consolidated Mort.—1st class...	\$722,500	7	{ Apr. & Oct	Philadelphia.	1890	...
2d Mortgage.....	71,000	7	— & —	"	1870	...	" " 2d class...	850,000	7	"	"	1890	...
Seima and Meridian:							" " 3d class...	154,000	7	{ Jan. & Jul.	"	1890	...
1st Mortgage.....	79,875	—	— & —	— & —	—	...	" " 4th class...	1,263,000	7	"	"	1890	...
2d Mortgage.....	52,000	—	— & —	— & —	—	...	Virginia and Tennessee:						
3d Mortgage.....	665,000	—	— & —	— & —	—	...	1st Mortgage.....	494,000	6	June & Dec.	New York.	1872	...
Belma, Rome and Dalton:							2d Mortgage.....	23,500	6	"	"	1868	64
1st Mort. (Ala. and Tenn. River)	838,500	7	Jan. & July.	New York.	1872	...	3d Mortgage (Enlarged).....	990,000	6	"	"	1884	66
2d Mort. (Ala. and Tenn. River)	241,100	8	"	"	1884	...	Income Bonds.....	138,500	6	"	"	1885	...
Gen. Mort. (S.R. & D.) free of tax	5,000,000	7	April & Oct.	"	1887	...	Funding Bonds (\$1,000,000).....	736,000	8	"	"	1890	72
Shamokin Valley and Pottsville:							Warren:						
1st Mortgage.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	72	1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...
Sheyboygan and Fond Lac:							Warwick Valley:						
1st Mortgage.....	264,000	7	Feb. & Aug.	New York.	1884	...	1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...
Sioux City and Pacific:							Western Alabama:						
1st Mortgage.....	1,628,320	7	April & Oct.	New York.	1898	...	1st Mortgage, guar.....	500,000	7	April & Oct.	New York.	1888	...
2d Mortgage (Gov. subsidy).....	1,628,320	6	Jan. & July.	"	1898	...	West Wisconsin:						
Somerset and Kennebec:							1st Mort. Land Grant, stg. conv	1,000,000	7	Jan. & July.	London.	1884	70
1st Mortgage.....	300,000	6	June & Dec.	Augusta.	1874	...	West Chester and Philadelphia:						
2d Mortgage.....	250,000	6	"	"	1876	...	1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	...
Shore Line (N. H. & N. L.):							2d Mortgage, registered.....	562,000	8	April & Oct.	"	1878	90
1st Mortgage, reconstruction...	55,000	7	March & Sept.	New Haven.	1880	...	West Jersey:						
South Carolina:							Loan of 1883 for \$1,000,000.....	228,000	6	March & Sept.	Philadelphia.	1883	60
Sterling Bonds £452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85	...	Loan of 1886 for \$1,000,000.....	983,500	6	Jan. & July.	"	1896	...
Sterling Bonds £59,031.....	262,366	6*	"	Charleston.	'71-'85	...	Western (Boston and Albany).						
Domestic Bonds.....	418,016	6	"	"	'73-'74	...	Sterling Loans, £899,900.....	2,061,520	5*	April & Oct.	London.	'69-'71	97
Domestic Bonds.....	563,500	7	April & Oct.	"	'69-'72	...	Dollar Bonds.....	708,000	6	"	Boston.	1875	97
Domestic Bonds.....	353,500	7	Jan. & July.	"	'88-'91	...	Western Maryland:						
South and North Alabama:							1st Mortgage, endorsed by Balt.	600,000	6	Jan. & July.	Baltimore.	1890	89
1st Mort. (\$16,000 p.m.) endorsed	...	8	— & —	New York.	1889	...	2d Mort. for \$500,000, end. by B.	300,000	6	"	"	1890	82
South Shore:							2d M. for \$300,000, end. by W.Co.	300,000	6	"	"	1890	70
1st Mortgage.....	150,000	6	April & Oct.	Boston.	1880	90	Western Pennsylvania:						
South Side, Va.:							1st Mortgage, guaranteed.....	1,800,000	6	April & Oct.	Philadelphia.	18—	81
Virginia State Loan.....	800,000	6	Jan. & July.	New York.	1887	...	Western Union:						
2d Mort. guar. by Petersburg...	300,000	6	"	Petersburg.	'70-'75	65	1st Mortgage for \$5,000,000.....	4,000,000	7	Feb. & Aug.	New York.	1896	...
3d Mort. (for City Point R. R.)...	175,000	6	"	"	'65-'68	...	Whitehall and Plattsburg:						
4th Mortgage.....	317,000	6	"	"	'70-'72	...	1st Mortgage.....	250,000	7	Jan. & July.	New York.	1873	...
Consol. Mortgage.....	...	8	"	New York.	'84-'90	...	Wicomico and Pocomoke:						
South Side, L. I.:							1st Mortgage.....	150,000	6	Jan. & July.	Philadelphia.	1888	...
1st Mortgage.....	750,000	7	March & Sept.	New York.	1887	...	Wilm., Charlotte & Rutherford:						
South Western:							N. Car. State Loan.....	2,320,000	6	Jan. & July.	New York.	'90-'92	...
1st Mortgage.....	430,000	8	various.	Macon.	'75-'85	...	1st Mortgage guar. by State.....	...	8	"	"	1897	75
South West Pacific:							Wilmington and Manchester:						
1st Mort. guar. by Atl. & Pacific	2,000,000	6*	Jan. & July.	New York.	1871	...	1st Mortgage, 1st pref.....	725,000	7	June & Dec.	New York.	1886	...
Southern Minnesota:							2d Mortgage, 2d pref.....	148,000	7	"	"	1886	...
1st Mort. (10-20 yrs) \$20,000 p.m.	...	8	Jan. & July.	New York.	1888	...	1st Mortgage, 3d pref.....	528,000	7	"	"	1886	...
Springfield and Columbus:							2d Mortgage.....	80,000	7	May & Nov.	"	1873	...
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1871	...	Wilmington and Weldon:						
Staten Island:							1st Mortgage, Sterling.....	576,888	6*	Jan. & July.	London.	1881	...
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	...	2d Mortgage, Sterling.....	197,777	7*	May & Nov.	"	1886	...
Sterling Mountain:							Sinking Fund Mortgage.....	508,000	7	Jan. & July.	New York.	1896	91
1st Mortgage.....	350,000	7	— & —	New York.	1874	...	York and Cumberland (N. Cent.):						
Sullivan:							1st Mortgage.....	175,000	6	May & Nov.	Baltimore.	1870	...
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	...	2d Mortgage.....	25,000	6	Jan. & July.	"	1871	...
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	...	3d Mortgage.....	500,000	6	"	"	1877	...
Syracuse, Binghamton and N. Y.:							CANAL BONDS.						
1st Mortgage.....	1,720,000	7	April & Oct.	New York.	1876	...	Chesapeake and Delaware:						
Summit Branch:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	91
1st Mortgage.....	528,000	6	— & —	Philadelphia.	18—	...	Chesapeake and Ohio:						
Sussex:							State (Md.) Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	91
1st Mortgage.....	200,000	6	— & —	New York.	18—	...	Sterling, guaranteed.....	4,375,000	6*	"	London.	1890	...
Tioga:							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	...
1st Mortgage.....	250,500	7	May & Nov.	Philadelphia.	1872	95	Delaware Division:						
Toledo, Peoria and Warsaw:							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	82
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	84	Delaware and Hudson:						
2d Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	83	1st Mortgage.....	631,000	7	March & Sept.	New York.	1870	...
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	...	1st Mortgage (new).....	1,600,000	7	May & Nov.	"	1877	...
Toledo, Wabash and Western:							Delaware and Raritan (See Cam						
1st Mort. (Tol. & Ill. 75 m.)...	900,000	7	Feb. & Aug.	New York.	1890	89	den and A						
1st M.L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	...	erie of Pennsylvania:						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	84	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	...
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	...	Interest Bonds.....	161,960	7	"	"	18—	...
Equip't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	79	Illinois and Michigan:						
Consol. M. (T. W. & W. 499 m.)	2,332,000	7	F. M. A. & N.	"	1907	85	Ill. State bonds, sterling, coupon	787,222	6*	April & Oct.	London.	1870	...
Troy and Boston:							Ill. State bonds, sterling, reg...	500,967	6*	"	"	1870	...
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Ill. State bonds, stg. coup. & reg.	82,700	6*	"	New York.	1870	...
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	...
3d Mortgage.....	650,000	7	May & Nov.	"	1875	...	Lehigh Coal and Navigation:						
Convertible Bonds.....	325,000	7	March & Sept.	"	1882	...	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	...
Troy Union:							2d Loan.....	5,000,122	6	"	"	1884	83
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	3d Loan.....	2,000,000	6	"	"	1897	...
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	...	Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	97
Union Pacific:							Convertible Loan.....	1,201,850	6	"	"	1877	81
1st Mortgage, free.....	25,998,000	6*	Jan. & July.	New York.	'95-'99	86	Monongahela Navigation:						
2d Mortgage (Gov. subsidy).....	25,998,000	6	"	"	'95-'99	...	1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	...
Union Pacific—Central Branch:							2d Mortgage.....	67,000	6	"	"	18—	...
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1895	...	Morris (and Banking):						
2d Mortgage (Gov. subsidy).....	1,000,000	6	Jan. & July.	"	1895	...	1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	90
Union Pacific—Eastern Division:							2d Mortgage.....	302,750	6	"	"	1876	...
1st Mortgage on 140 miles.....	2,240,000	6*	Feb. & Aug.	New York.	1895	...	Boat Loan.....	232,087	6	"	"	1885	80
1st Mortgage on 254 miles.....	4,063,000	6*	June & Dec.	"	1896	...	North Branch:						
2d Mortgage (Gov. subsidy).....	6,393,000	6	Jan. & June.	"	'95-'97	...	1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	...
1st Mort. (Leavenworth Br.).....	600,000	7	May & Nov.	"	1896	...	Schnykill Navigation:						
Land Grant Mort. for \$500,000...	361,000	7	March & Sept.	"	'71-'76	...	1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	80
Income bonds \$10,000 p. m.....	4,275,350	7	June 1, '71.	"	1916	...	2d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	63
Vermont Central:							Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	61
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	82	Susquehanna and Tide Water:						
2d Mortgage.....	1,500,000	7	"	Boston.	1891	35	Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	...
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	'76-'77	102	Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	57
Vermont and Massachusetts:							Preferred Interest Bonds.....	325,000	6	"	"	1894	...
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	90	Union (Pa.):						
Vermont Valley:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	10
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	West Branch and Susquehanna:						
2d Mortgage.....	114,000	6	"	Boston.	1880	...	1st Mortgage, sinking fund....	750,000	6	Jan. & July.	Philadelphia.	1878	...
3d Mortgage.....	283,300	7	"	New York.	1869	...	Wyoming Valley:						
							1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	60

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Years ending	Railroad			Rolling Stock			Property and Assets			Abstract of General Balance Sheet			Operations			Earnings			Value of Shares				
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Cars.		Railroad.	Rolling Stock.	Assets	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Trains Moved.	Carried one mile.		Gross.	Net.	Dividends.	Par.	P.c.	Market.
					Engines.	H. M. E.										Passengers.	Freight.						
Sept. 30, 1898	25.0	1.0	0.4	187.0	1	1	6	Adirondack	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Oct. 31, 1898	25.0	1.0	0.4	187.0	1	1	6	Alabama and Chattanooga	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Nov. 30, 1898	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Dec. 31, 1898	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Jan. 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Feb. 28, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Mar. 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Apr. 30, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
May 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Jun. 30, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Jul. 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Aug. 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Sept. 30, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Oct. 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
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Dec. 31, 1899	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Jan. 31, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Feb. 28, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Mar. 31, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Apr. 30, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
May 31, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
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Jul. 31, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
Aug. 31, 1900	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823	227,819	100	100	100
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Dec. 31, 1901	25.0	1.0	0.4	187.0	1	1	6	Albany and Schuylkill	2,079,068	lands, &c.	117,052	4,186,000	915,000	418,711	401,830	15,972	10,719	8,439	538,823				

THE ROAD BEYOND THE MOUNTAIN

Dec. 31, 1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

HORSE PASSENGER RAILROAD SHARE LIST.

PASSENGER RAILROAD BONDS.

Years ending.	Length equiv. single track.	Horses & C. & Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.		Dividends on paid Capital.	Value of Shares.		
							Bonded Debt.	Floating Debt.	Gross.	Net.		Par.	Paid.	Market.
Sept. 30, '68	7.37	91	12	Albany.....N.Y.	139,414	98,900	40,000	5,000	57,580	Loss.	p. c.	100	100	
Nov. 30, '68				Albany st. Freight (B'ton). Mass.		150,000						100	100	
Oct. 31, '68	3.25	12	35	Allentown.....Pa.	72,674	31,500	29,814	12,191	6,771	3,093		100	100	
Dec. 31, '68	31.00	480	80	Baltimore City.....Md.								100	100	
Sept. 30, '68	22.00	401	50	Bleek. st. & F.F. (N.Y.C.) N.Y.	1,747,127	900,000	604,000	40,713	302,566	51,760		100	100	
Nov. 30, '68	3.53			Boston and Chelsea.....Mass.	110,000	110,000			8,800	1,193	6.8	100	100	19
Sept. 30, '68	10.76	162	40	Broadway (Brooklyn).....N.Y.	277,169	200,000	35,000	29,097	115,172	11,882	8.0	100	100	
Sept. 30, '68	16.00	791	106	B'way & 7th Av. (N.Y.C.) N.Y.	522,895	2,100,000	1,600,000		664,652	184,914		100	100	
Sept. 30, '68	8.00	10	30	Brooklyn, Bath & Coney L.N.Y.	156,838	99,850	80,000	7,538	24,517	Loss.		100	100	
Sept. 30, '68	74.00	1420	291	Brooklyn City.....N.Y.	1,164,204	1,500,000	300,000		1,197,309	283,938	12.0	100	100	
Sept. 30, '68	11.00	201	43	Brooklyn City & Newtown N.Y.	569,620	400,000	200,000	14,372	121,425	19,422		100	100	
Sept. 30, '68	6.50	40	12	B'klyn. Prosp. P. & Flatb. N.Y.	434,600	254,600	300,000	1,487				100	100	
Sept. 30, '68	4.28	4	30	B'klyn & Rockaway Beach N.Y.	214,489	144,600	45,000	2,500	20,621	9,021		100	100	
Sept. 30, '68	15.21	197	53	Buffalo street.....N.Y.	318,909	50,000	186,000	109,500	99,734	17,427		50	50	
Sept. 30, '68	7.85			Bushwick (Brooklyn).....N.Y.	264,982	262,200	2,000	5,040	20,508		72	100	100	
Nov. 30, '68	28.52			Cambridge (Boston).....Mass.	731,671	727,800	150,000	94	89,058	9.0	100	100	99	
Sept. 30, '68	1.76	39		Central City (Syracuse).....N.Y.	29,758	21,130	7,000		18,645	4,097		10	10	
Sept. 30, '68	36.00	561	149	Cen. P. & N.E.R. (N.Y.C.) N.Y.	1,627,021	1,065,200	626,000	33,644	512,962	18,812		100	100	
Dec. 31, '68	9.20			Cincinnati street.....O.								100	100	
Oct. 31, '68	7.25	200	37	Citizens' (10th & 11th sts.) (Ph.) Pa.	179,635	192,750			227,369	95,876	32.1	50	194	
Oct. 31, '68	9.00	146	30	Citizens' (Pittsburg).....Pa.	234,045	176,000	56,300	7,700	139,864	31,708	24.5	50	44	
Dec. 31, '68	6.50			City Passenger (Cin.).....O.								100	100	
Sept. 30, '68	14.83	236	18	Coney Island (Brooklyn) N.Y.	645,925	500,000	218,000	19,587	121,637	Loss.		100	100	
Sept. 30, '68	22.89	792	116	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	772,303	1,200,000	700,000		669,174	135,905		100	100	
Sept. 30, '68	3.50			Dunkirk and Fredonia.....N.Y.	42,605	34,815		2,448	8,721	3,443		100	100	
Oct. 31, '68	1.63	10	3	Easton and S. Easton.....Pa.	24,275	26,000	500		10,444	3,732		25	25	
Sept. 30, '68	18.00	872	160	Eighth Avenue (N.Y. City) N.Y.	1,455,161	1,000,000	1,203,000		804,791	190,391	12.0	100	100	
Dec. 31, '68	8.00	52	9	Fairhaven and Westville.....Conn.	152,917	150,000						100	100	
Sept. 30, '68	1.74			Fifth Ward (Syracuse).....N.Y.	27,533	26,170			6,761	2,468		100	100	
Oct. 31, '68	16.37	298	40	Frankford & Southwark (Ph.) Pa.	762,491	491,750	200,000		299,228	56,713	5.0	50	50	
Sept. 30, '68	3.25	16	5	Genesee & Water st. (Syr.) N.Y.	54,200	42,500	9,000	400	8,653	159		50	15	294
Oct. 31, '68	34.25	356	81	Germantown (Phila.).....Pa.	562,270	112,245	350,000		322,439	85,644	37.4	50	15	
Oct. 31, '68	5.40	125	25	Girard College (Phila.).....Pa.	171,712	170,000			117,342	25,119	8.5	50	17	
Sept. 30, '68	5.50	92	15	Gr'd st. & Newtown (B'k'n) N.Y.	200,000	170,000	30,000		72,870	5,321		100	100	
Oct. 31, '68	5.09	224	42	Green and Coates st. (Phila.) Pa.	236,220	150,000	100,000		187,103	22,887	7.5	50	15	38
Sept. 30, '68				Greenpoint & Wmbg. (B'k'n) N.Y.										
Sept. 30, '68	10.00	122	23	Harlin Br. Morr. & F'dham N.Y.	239,063	113,230	130,000	2,500	63,945	Loss.		100	100	
Oct. 31, '68	2.14	18	6	Harrisburg City.....Pa.	\$60,120	41,995	9,350	2,063	9,272	Loss.		25	24	
Dec. 31, '68	9.00	19	6	Hartford & Wethersfield, Conn.	180,000	180,000						100	100	
Oct. 31, '68	13.17	345	78	Hartford, Mant. & F'mount (Ph.) Pa.	472,687	306,390	165,700	3,292	262,829	40,431		50	50	
Dec. 31, '68				Hoboken and Hudson City N.J.										
Dec. 31, '68				Hoboken and Weehawken N.J.										
Sept. 30, '68	2.50			Hudson Av. (Brooklyn).....N.Y.	161,535	106,700	74,000	9,272				100	100	
Dec. 31, '68	10.47			Jersey City & Bergen Point N.J.										
Sept. 30, '68	3.56	28	9	Kingston and Rondout.....N.Y.	78,989	75,000			20,971	2,170	34	100	100	
Oct. 31, '68	5.20	113	21	Lombard and South st. (Ph.) Pa.	165,627	90,000	62,500	10,560	70,353	9,702	25	9		
Nov. 30, '68	4.03	48	9	Lowell Horse.....Mass.	69,416	55,830		2,080	29,240	3,411		100	100	
Nov. 30, '68	12.50	201	32	Lynn and Boston.....Mass.	207,587	200,000	50,000	48,048	153,658	Loss.		100	100	
Nov. 30, '68	3.60			Malden and Melrose (B'tn) Mass.	60,246		52,600		24,472					
Nov. 30, '68	1.00			Marginal Freight (Boston) Mass.	177,624	177,700						100	100	304
Nov. 30, '68	3.08			Medford & Charlestown (B'tn) Mass.	27,500	21,000	6,500			2,240		100	100	
Nov. 30, '68	5.11	37	6	Merrimac Valley.....Mass.	50,241	50,000		12,810	18,014	2,249		100	100	
Sept. 30, '68	6.00	58	13	Metropolitan (Brooklyn) N.Y.	361,500	194,000	191,900	7,000	34,108	6,299		100	100	
Nov. 30, '68	42.86	791	156	Metropolitan (Boston).....Mass.	1,543,729	1,250,000		177,164	765,981	135,284	10.0	100	100	664
Nov. 30, '68	7.42	254	47	Middlesex (Boston).....Mass.	522,834	400,000	91,902	38,917	206,640	16,659		100	100	75
Sept. 30, '68	12.20	180	52	Ninth Avenue (N.Y. City) N.Y.	468,322	797,320	167,000		95,848	595		100	100	
Nov. 30, '68	3.39	17	4	Northampton & Wmburg Mass.	300,000	300,000			13,884	562		100	100	
Nov. 30, '68	2.16	6	2	North Woburn (Boston).....Mass.	27,657	20,950	8,000	4,429	4,174	808		100	100	
Oct. 31, '68	7.25	73	13	Oakland & E. Liberty (Phg.) N.Y.	105,457	59,500	17,000	43,094	49,929		50	50		
Dec. 31, '68	17.5	167	28	Orange and Newark.....N.J.	682,438	289,550	350,000	26,500	147,327	24,479		50	50	
Dec. 31, '68	3.81			Passenger (Cin.).....O.	100,000	100,000						100	100	
Oct. 31, '68	9.17	30	8	Peoples' street (Scranton) Pa.	110,907	104,028			16,003	Loss.	15	100	100	
Oct. 31, '68	7.07	271	48	Philadelphia City (C. & W.) Pa.	446,265	225,000	200,000	21,265	250,567	45,270	20	50	15	46
Oct. 31, '68	5.89	50	14	Philadelphia and Darby.....Pa.	250,419	160,000	89,000		40,374	11,622	4	20	20	12
Oct. 31, '68	8.50	140	28	Philadelphia & Gray's Ferry Pa.	293,548	285,307	5,500		87,643	16,274	7	50	25	27
Oct. 31, '68	8.25	153	28	Pbg., Allegheny & Manch. Pa.	143,123	124,000	23,000	16,950	133,266	15,798	7.5	50	31	
Oct. 31, '68	5.20	80	12	Pittsburg & Birmingham Pa.	108,488	82,000	10,600	30,082	70,706	8,481	7.35	50	41	
Dec. 31, '68	6.88	92	16	Portland.....Me.	160,300	160,300		600	45,007	12,809	7	100	100	
Nov. 30, '68	5.69	55	9	Quincy (Boston).....Mass.	77,640	71,600	66,434	57,592				100	100	
Oct. 31, '68	8.00	48	12	Ridge Av. & Manayunk (Ph.) Pa.	179,635	120,500	63,300		36,111	Loss.	50	25		
Sept. 30, '68	10.50	96	22	Rochester and Brighton N.Y.	74,000	59,000	15,000		31,490	11,290		100	100	
Nov. 30, '68	7.87	47	15	Salem and Danvers.....Mass.	182,845	150,000	32,100	11,561	32,912	Loss.		100	100	
Oct. 31, '68	3.96			Schuylkill River (Phila.) Pa.	47,464	5								

PREFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	7	100
Atlantic and St. Lawrence* guar.	2,494,000	4	4	100
Baltimore and Ohio, pref.	3,000,000	6	6	100
Berkshire,* guaranteed.	600,000	7	7	100
Blossburg and Corning,* guar.	250,000	5	5	100
Boston, Concord and Montreal, pref.	1,340,000	6	6	100
Buffalo, N. York and Erie,* guar.	950,000	7	7	100
Camden and Atlantic, pref.	600,000	7	44	100
Catawissa,* pref. and guar.	2,200,000	7	75	100
Cayuga and Susquehanna,* guar.	589,110	9	9	100
Cedar Rapids & Missouri,* preferred and guaranteed.	755,000	7	34	100
Central Ohio, preferred.	400,000	7	29	100
Chemung,* guar.	380,000	8	8	100
Cheshire, preferred.	2,017,815	7	34	100
Chicago and Alton, pref.	2,425,400	7	10	150
Chicago, Iowa and Nebraska,* guar.	2,000,000	10	10	100
Chicago and Northwestern, pref.	18,159,097	7	104	83
Cleveland and Mahoning,* guar.	2,066,000	7	7	100
Cleveland and Toledo,* guar.	6,250,000	34	34	100
Cochecho,* preferred.	177,760	8	8	100
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	92
Cumberland Valley, 1st pref.	241,900	8	8	114
" " 2d pref.	242,000	8	8	100
Delaware,* guaranteed.	604,261	6	6	100
Detroit & Milwaukee,* preferred and guaranteed.	1,500,000	6	6	100
Dubuque and Sioux City,* preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	100
Eastern (N. H.),* guaranteed.	492,500	8	8	100
Elmira, Jefferson and Canandaigua,* guaranteed.	500,000	5	5	100
Elmira and Williamsport,* guar.	500,000	5	5	100
Elmira and Williamsport,* preferred and guaranteed.	500,000	7	7	83
Erie, preferred.	8,536,910	7	7	69
Hannibal and St. Joseph, pref.	5,253,836	7	114	100
Harrisburg and Lancaster,* guar.	1,182,550	7	7	100
Housatonic, preferred.	1,180,000	8	4	75
Huntingdon & Broad Top Mountain, preferred.	180,750	7	34	100
Joliet and Chicago,* guar.	1,500,000	7	7	100
Joliet and Northern Indiana,* guar.	300,000	8	8	100
Lackawanna and Bloomsburg, pref.	500,000	7	7	100
Leeds and Farmington,* guar.	1,000,000	5	5	100
Little Schuylkill,* guar.	2,646,100	7	7	100
Louisville, Cincinnati and Lexington, preferred.	848,315	9	9	102
Marietta and Cincinnati, 1st pref.	6,586,135	6	20	84
" " 2d pref.	4,051,744	6	8	100
Manchester and Lawrence*	1,000,000	9	9	100
Michigan Southern, guaranteed.	586,500	10	10	100
Mill Creek and Mine Hill,* guar.	323,875	10	10	100
Milwaukee and P. du Chien, 1st pref.	3,214,250	8	8	105
" " 2d pref.	1,014,000	7	7	100
Milwaukee and St. Paul, preferred.	8,050,892	7	82	100
Mine Hill and Schuylkill Haven,* guaranteed.	3,775,000	8	8	100
Mount Carbon & Ft. Carbon,* guar.	282,250	12	12	100
New Haven and Northampton*	1,344,000	2	2	100
New York and Harlem, pref.	1,500,000	8	150	100
Niagara Br. and Canandaigua,* guar.	1,000,000	6	6	100
Northern Eastern (S. C.), preferred.	165,000	8	8	100
Ogdensburg and L. Champlain, pref.	1,037,000	8	110	100
Ohio and Mississippi, pref.	3,500,000	7	7	70
Patterson and Hudson,* guar.	630,000	8	8	100
Patterson and Kamapo,* guar.	248,000	6	6	100
Peoria and Bureau Valley,* guar.	1,200,000	6	6	100
Philadelphia and Reading, pref.	5,996,700	10	10	100
Philadelphia and Trenton,* guar.	1,551,800	10	10	100
Pittsburgh and Fort Adams,* guar.	1,099,120	10	10	100
Portl. & Kennebec (Yarmouth) guar.	450,000	6	6	100
Portland, Sag. & Portsmouth,* guar.	202,400	6	6	100
Portsmouth and Concord*	1,500,000	6	6	100
Richmond, Fredericksb. & Potomac, guaranteed.	350,000	7	7	100
Rochester and Genesee Valley*	142,900	7	7	100
Rutland, preferred.	557,560	7	7	100
St. Louis, Alton and T. H., pref.	2,040,000	7	57	100
Sandusky and Cincinnati, pref.	445,596	6	34	100
Schuylkill Valley,* guar.	576,050	5	5	100
Shamokin Valley & Pottsville,* guar.	869,450	5	5	100
Tol., Peoria & Warsaw (W. D.) pref.	1,300,000	7	7	100
" " (E. D.) pref.	1,700,000	7	7	100
Toledo, Wabash and Western, pref.	1,000,000	7	7	100
Troy and Greenbush,* guar.	274,000	7	7	100
Vermont and Canada,* guar.	2,500,000	8	8	100
Warren,* guar.	1,408,300	7	7	100
White Mountains,* guar.	200,000	5	5	100
Wrightsv. York & Gettysburg,* pref.	317,050	2	2	100

CANAL STOCKS:

Delaware Division,* guar.	1,633,350	8	8	100
Morris, preferred.	1,175,000	10	10	90
Schuylkill Navigation, pref.	2,588,997	6	6	40
Union, preferred.	1,000,000	6	6	100

MISCELLANEOUS STOCKS:

Cumberland Coal, pref.	1,174,400	6	31	100
Mariposa Mining, pref.	1,174,400	7	7	13

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished, 3 cents per lb.

Pig, Scotch, No. 1.....	per ton	38	@	42	—
Pig, American, No. 1 (good to best).....	do	40	@	41	—
Pig, American, No. 2.....	do	38	@	39	—
Pig, American, Forge.....	do	36	@	—	—
Bar, Refined, English and American.....	do	85	@	87	50
Bar, Sweden, assorted sizes.....	(gold)	82	50	@	87 50

STORE PRICES.

Bar, Swedish, ordinary sizes.....	do	—	@	140	—
Bar, English and American, Refined.....	do	95	@	1	—
Bar, English and American, Common.....	do	87	50	@	90
Scroll.....	do	120	@	180	—
Ovals and Half-round.....	do	120	@	145	—
Band.....	do	120	@	—	—
Horse Shoe.....	do	120	@	—	—
Rods, 1½ to 1½ inch.....	do	100	@	155	—
Hoop.....	do	125	@	180	—
Nail Rod.....	per lb.	—	34	@	94
Sheet, Russia, assorted No.'s.....	(gold)	11	@	12	—
Sheet, Single D. and T. Common.....	do	54	@	7	—
Rails, English.....	(gold)	per ton	—	@	50 50
Rail, American.....	do	74	@	76	—
Anvil, Eagle.....	per lb.	—	94	@	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality), per lb.....	18	@	22	—
English Spring (2d and 1st quality).....	9	@	11	—
English Blister (2d and 1st quality).....	11	@	19	—
English Machinery.....	12	@	15	—
English German (2d and 1st quality).....	14	@	16	—
American Blister "Black Diamond".....	10	@	16	—
American, Cast, Tool, do.....	19	@	—	—
American, Spring, do.....	10	@	13	—
American Machinery do.....	—	@	13	—
American German do.....	10	@	13	—

COPPER—DUTY: Pig, Bar and Ingot, 2½; old Copper 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 20 inches long, and 14 inches wide, weighing 14½ oz. per square foot, 3 cents per lb.

Sheathing, New.....	per lb.	—	@	32	—
Bolts.....	do	—	@	33	—
Braziers.....	do	33	@	35	—
Nails.....	do	38	@	40	—
Sheathing, &c., Old.....	do	20	@	21	—
Sheathing, Yellow Metal.....	do	—	@	27	—
Bolts, Yellow Metal.....	do	—	@	27	—
American Ingot.....	do	22	@	23	—

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Plates and Sheets and Terne Plates, 20 per cent. no val.				
Banca.....	(gold),	per lb.	—	@ — 38
Straits.....	(gold),	(gold),	31	@ — 32
English.....	(gold),	(gold),	—	@ — 32
Plates—Fair to good brands. — Gold. — Currency.—				
I. C. Charcoal....	per box.	8 25 @ 8 50	11 75 @ 12 —	
I. C. Coke.....	6 75 @ 7 37	9 75 @ 10 75		
Coke Terne.....	— @ 6 —	— @ 8 50		
Charcoal Terne.....	7 87 @ 8 25	11 25 @ 11 75		

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

per gallon.				
Crude, 40 @ 47 gravity (in bulk), per gall.	—	16	@	17
Crude, 40 @ 47 gravity (in shipping order)	—	@		22
Refined, in bond, prime L. S. to W. (110 @ 115 test)	—	@		31
Refined, Standard White (in ship's order)	—	32	@	32
Refined, prime White (in shipping order)	—	33	@	
Refined, S. W. (in merchantable order)	—	@		32
Naphtha, Refined, (60 @ 63 gravity)	—	10	@	11
Residuum	per bbl.	5	@	

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 8 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 26 by 30, 2½; all over that, 3 cents per lb.

American Window—1st, 2d, 3d & 4th qualities. New List.	6 by 8 to 7 by 9.....	per 50 feet.	7 75	@	6	—
8 by 10 to 10 by 15.....	8 25	@	6 50	—	—	—
11 by 14 to 12 by 18.....	9 75	@	7	—	—	—
14 by 16 to 16 by 24.....	10 50	@	7 50	—	—	—
18 by 22 to 18 by 30.....	12 25	@	8	—	—	—
20 by 30 to 24 by 30.....	15	@	9	—	—	—
24 by 31 to 24 by 36.....	16 50	@	10	—	—	—
25 by 36 to 30 by 44.....	17 50	@	12 50	—	—	—
30 by 46 to 32 by 48.....	20	@	13 50	—	—	—
32 by 50 to 32 by 56.....	22	@	14 50	—	—	—
Above.....	25	@	16	—	—	—

(The above subject to a discount of 50¢ per cent.)

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, March 11th.)	6 by 8 to 8 by 10.....	per 50 feet.	8 50	@	8 25	—
8 by 11 to 10 by 15.....	9	@	6 75	—	—	—
11 by 14 to 12 by 18.....	10	@	7 50	—	—	—
13 by 18 to 16 by 24.....	11	@	8	—	—	—
18 by 22 to 18 by 30.....	13 50	@	9	—	—	—
20 by 30 to 24 by 30.....	16 50	@	10	—	—	—
24 by 32 to 24 by 36.....	18	@	12	—	—	—
25 by 36 to 26 by 40.....	20	@	16	—	—	—
28 by 40 to 30 by 48.....	22	@	18	—	—	—
30 by 50 to 32 by 56.....	24	@	20	—	—	—
32 by 58 to 34 by 60.....	27	@	23	—	—	—

(Subject to a discount of 50¢ per cent.)

English spits at 40¢ per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

Th. 16. F. 17. Sat. 18. M. 20. Tu. 21. W. 22.

Canton Co.....				56					
Central of N. Jersey.....	102	102	101	101	101	101	101	101	101
Chicago & Alton.....	150	150	149	149	146	146	146	146	146
.. pref.....		150			150				
.. 1 M.....					100		100		
.. S. F.....									
.. Inc. bds.....									
Chicago, Burl. & Q.....		170	165						164
.. 8s, 1883.....	107		108						
Chi. & Gt. Eastern 1st m.....		77	75	75	75	75	75	75	73
Chic. & Northwestern.....	77	87	87	85	86	86	86	86	84
.. pref.....		89	88		88				
.. 1st M.....									
.. Interest.....									
.. S. F.....									
.. Consol.....					90				
Chic. Rock Isl. & Pac.....	110	111	110	109	109	109	109	109	109
Chicago & R. I. 7s, 1870.....									
Chi., R. I. & Pa. 7s, 1896.....					94				100
Clev., Col. C. and Ind.....	77	78		77					
Clev. and Pittsburg.....	107	107	107	107	108	108	108	108	106
.. 2 M.....									
.. 3 M.....									
.. 4 M.....									
.. Con.....		84							
Clev. and Toledo.....									
.. S. F. 7s.....								99	
Col., Chi., & Ind. C.....	30	30	30	29	29	29	29	29	28
.. 1 M.....	82	82	82	81	81	81	81	81	81
.. 2 M.....									
Cumberland Coal pref.....					31				
Del. & Hudson Canal.....	125		124			124			
Del., Lack. & Western.....							112		
.. 1 M. 7s.....		100							
.. 2 M. 7s.....									
Erie Railway.....	90	38	39	39	39	39	39	39	38
.. pref.....		69	69	69					
.. 1 M. 7s, 1867.....									
.. 2 M. 7s, 1879.....									
.. 3 M. 7s, 1883.....					87				
.. 4 M. 7s, 1880.....									
.. 5 M. 7s, 1888.....									
Great Western 2d mort.....									
Hannibal & St. Joseph.....					119	117	117	115	
.. pref.....		117			117			114	
Hudson River.....	182	178	181	181	182	167			
.. 1 M. 7s, 1869.....		99							
.. 2 M. S. F.....					83	82			
.. 3 M. 7s, 1875.....									
Illinois Central.....		137				137			
.. bonds.....									
Lake Shore & Mich. S'th.....	100	98	96	96	96	96	96	94	
.. Div. bonds.....									
Marietta & Cin. 1st pref.....		20	20						
.. 2d pref.....									
Michigan Central.....	128	128		126	127				
.. S.F. 8s, 1882.....									195
.. conv. 8s, '60.....									
M. S. and N. I.....									
.. 1 M. S. F.....			99					99	
.. 2 M.....									
Mariposa Mining Co.....			10	10					
.. pref.....	18	17	16		18	18			
.. Tr. 10s cts.....									
Milw. and St. Paul.....	73	73	74	72	72	72	72	72	
.. pref.....	84	83	84	83	83	83	82		
.. 1st mort.....						91			
.. 8s.....									
.. 7 3-10s con.....	91			91					
Missouri H. & St. J. iss.....	86	86	86	86				86	
Morris and Essex.....	88	88							88
.. 1st mort.....	99		99						99
.. 2d mort.....									91
New York Central.....	203	200	200	200	200	200	200	195	
.. 7s, S.F. 1876.....									
.. 7s, conv. '76.....									
.. 6s, S.F. 1883.....	90		90						
.. 6s, S.F. 1887.....		90							
N. York and Harlem.....	154	150	149	150				145	
.. pref.....									
.. 1 M. 7s, 1873.....									
N. Carolina 6s.....			52	53	52	51			
.. new.....	47	47	47	51	47	47			
.. special tax.....	51	52	50	50	51	51			
Ohio and Miss.....	31	31	31	31	31	31		31	
.. pref.....									
.. 1st M.....									
Pacific Mail S. Co.....	72	72	67	72	76	75			
Panama.....	250	250			250	250			
Phila. and Reading.....	95	95	95	95	95	94			
Pitts., Ft. W. & Chi. gtd.....	87	87	88	86	86	86		86	
.. 1 M.....			100		100	100			
.. 2 M.....			95	94	96				
.. 3 M.....	94								
.. Equip. 8s.....									
Quicksilver Mining Co.....	13	13	13					13	
St. L., Alton & T. H.....									
.. pref.....	57		57					57	
.. 1 M.....				95	95				
.. 2 M. pref.....									
.. Income bds.....									
Tennessee 6s.....	61	61	61	61	56	54			
.. new.....	54	54	55	55	56	54			
Tol., Wab. & Western.....	78	70		73	73	72			
.. pref.....						80			
.. 1 M. ex.....									
.. 2 M.....	84	84		84					
.. Equipment.....					70				
Virginia 6s, ex-coupon.....	55	58							
.. new.....									

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

Th.16.F.17.Sat.18.M.20.Tu.21.W.22

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	127½				
U. S. 5s, 1871, coup.					
U. S. 5s, 1874, reg.	121½				
U. S. 5s, 1874, coup.					
U. S. 5s, 10-40s, coup. 109½	109½	109½	109½	109½	108½
U. S. 5s, 10-40s, reg. 109½	109½	109½	109½	109½	
U. S. 5s, 1881, reg. 121½	121½	121½	121½	121½	
U. S. 5s, 1881, coup. 120½	121½	121½	121½	121½	
U. S. 5s, '81, O.W.L. y.					
U. S. 5s, 1881, .. y.					
U. S. 5s, 5-20s, reg. '62.121½	120½	120½	120½	120½	
U. S. 5s, 5-20s, c. 1862.122	121½	122	121	121½	
U. S. 5s, 5-20s, reg. '64.	120½	120½	120½	120½	
U. S. 5s, 5-20s, c. 1864.121	120½	120½	120½	120½	
U. S. 5s, 5-20s, reg. '65.	120½	120½	120½	120½	
U. S. 5s, 5-20s, c. 1865.	120½	120½	121	121	120½
U. S. 5s, 5-20s, r. n. '65.119½	119½	119	119	118½	
U. S. 5s, 5-20s, c. n. '65.119½	119½	119½	119½	119½	
U. S. 5s, 5-20s, reg. '67.	119	119	119	119	
U. S. 5s, 5-20s, c. 1867.119½	119½	119½	119½	117½	118½
U. S. 5s, 5-20s, reg. '68.	119½	119½	119½	119½	
U. S. 5s, 5-20s, c. '68 .. 119½	119½	119½	119½	119½	
U. S. 5s, Pac.R.R. issue.	109	109	109	109	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

W.15.Th.16.F.17.Sat.18.M.20.Tu.21

Catawissa .. preferred	37½	37½			
Camden and Amboy .. 121	120½	120½	120½	120½	120½
.. 6s, 1870					
.. 6s, 1875			91		
.. 6s, 1883	84				
.. 6s, 1889					
.. mort. 6s, '89					
Elmira & Williamsport .. pref.					
.. 7s					
Lehigh Navigation .. 36		36			
.. 6s, 1884	83				
.. Gold L. .. 97½	97	97	98	97½	
.. R. R. L. .. 88					
Lehigh Valley R. R. .. 56½	56½	56½	56½	56½	
.. 6s new coup 94					
.. 6s new reg.					
Little Schuylkill R.R. .. 42					
.. 7s					
Minehill .. 53	53	53			
Morris Canal .. pref.			61		
.. 6s, 1876	80				
North Pennsylvania .. 87½			88		
.. 6s, 1880	87½				
.. 7s			87½		
.. 10s, 1887					
Northern Central .. 49					
Pennsylvania R. R. .. 56½	56½	56½	56½	56½	
.. 1st M. .. 99	99	99	99	99	
.. 2d M. .. 98½	98½	98½	98½	98½	
Penn. State, 6s, 1st series .. 104½	104½	104½	104½	104½	
.. 6s, 2d series .. 106½	106½	106½	106½	106½	
.. 6s, 3d series .. 110	110	110	110	110	
.. 6s, W. L. .. 100½	100½	100½	100½	100½	
Philadelphia City, 6s .. 97½	97½	97½	97½	97½	
.. new .. 101½	101½	101½	101½	101½	
Philad. Germ. & Nor. .. 71	71	71	71	71	
Phila. & Reading .. 48	47½	47½	47½	47½	
.. 7s, 1893	105½	105½	105½	105½	
Philadelphia and Erie .. 29½	29½	29½	29½	29½	
.. 6s					
.. 7s					
Schuylkill Navigation .. pref.					
.. 6s, 1882					
.. 6s, 1876					
.. 6s, 1872					
Susq. Canal .. 6s, 1878					
Union Canal, pref. .. 6s, 1878					
Hestonville, (Horse) .. 46	46	46	46	46	
Chestnut & Wal. .. 38	38	38	38	38	
Green & Coates .. 2d and 3d streets					
Spruce and Pine .. 13th and 15th sts.					

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 21.

W.15.Th.16.F.17.Sat.18.M.20.Tu.21

Baltimore City 6s, 1875 .. 96½	96½	96½	96½	96½	
.. 1886	95	95	95	95	
.. 1890	95½	95½	95½	95½	
.. 1893	127	127	127	127	
Balt and Ohio .. bonds, 1875	101½	101½	101½	101½	
.. 1880	101½	101½	101½	101½	
.. 1885	101½	101½	101½	101½	
Marietta & Cin. 1st M. .. 2d M.	49½	49	49	49	
Northern Central .. bonds, 1885	86	86	86	86	
.. 1900	86	86	86	86	
N. W. Va. 1st mort. .. 2d mort.					
.. 3d mort.					
City Passenger R. R. .. 19	19	19	19	19	

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 22.

Th.16.F.17.Sat.18.M.20.Tu.21.W.22

Boston and Albany .. 145½	145	145½	145½	145½	
Boston and Lowell .. 142	142	142	142	142	
Boston and Maine .. 137	137	137	137	137	
Boston and Providence .. 18½	18½	18½	18½	18½	
Boston, Hartford & Erie 19½	62	63	63	63	
.. 7s, new	85	85	85	84½	
Cheshire, pref.	114½	114½	114½	114½	
Concord .. 135½	135½	135½	135½	135½	
Connecticut River .. 136	136	136	136	136	
Eastern .. 127½	127½	127½	127½	127½	
Fitchburg .. 109	109	109	109	109	
Manchester & Law're .. 67½	67½	67½	67½	67½	
Michigan Central .. 97½	98	98	97½	97½	
Northern, N. H. .. 52½	52½	52½	52½	52½	
Ogdens & Lake Champ. .. 102½	102½	102½	102½	102½	
.. pref.					
Old Colony & Newport .. 66½	66½	66½	66½	66½	
Ph. Wil. & Baltimore .. 75	75	75	75	75	
Port'd, Saco & Ports .. 75	75	75	75	75	
Vermont & Canada .. 75	75	75	75	75	
Vermont & Mass. .. 75	75	75	75	75	
Broadway (Horse) .. 75	75	75	75	75	
Cambridge .. 75	75	75	75	75	
Metropolitan .. 75	75	75	75	75	
Middlesex .. 75	75	75	75	75	
Central Mining Co. .. 75	75	75	75	75	
Copper Falls .. 75	75	75	75	75	
Franklin .. 75	75	75	75	75	
Huron .. 75	75	75	75	75	
Ile Royale .. 75	75	75	75	75	
National .. 75	75	75	75	75	
Minnesota .. 75	75	75	75	75	
Pewabic .. 75	75	75	75	75	
Pittsburg .. 75	75	75	75	75	
Quincy .. 75	75	75	75	75	

London Stock Exchange.

Closing Prices—
Sept. 3. Aug. 27.

Atl. & Gt. West. N. Y. sec. 7 per ct.	62	68	62	65
1st mort. 1880 .. 55	60	55	60	60
Do. do, 2d mort. 1881 .. 62	68	62	68	68
Do. Penn. 1st mort. 1877 .. 55	60	55	60	60
Do. do, 2d mort. 1882 .. 25	26	25	26	26
Do. Consol. 7 per cent. mort. 1890 .. 61	63	61	63	63
Detroit and Milwaukee 1st mort. 7s .. 62	64	62	64	64
Do. 2d mort. 8 p. c. .. 23½	24	22½	23½	23½
Erie shares 100 dol. all paid .. 62	64	62	64	64
Do. sterig. 6 p. c. convertible bonds .. 55	60	55	60	60
Do. 3d mort. 7 p. c. 1883 .. 101	103	100	102	102
Illinois Central, 6 per cent., 1875 .. 75	80	75	80	80
Do. Redemption mort. bonds 6 p. c. 101	94	94	94	95½
Do. 7 per cent., 1875 .. 72	75	72	75	72
Do. 100 dol. shares, all paid .. 107	109	107	109	109
Marietta and Cin. R. R. bonds 7 p. c. .. 96	98	96	98	98
New York Central, 100 dols. shares .. 86	88	85	87	87
Penn. R. R. bonds, 2d mort. 6 per ct. .. 87	89	86	88	88
Do. General mort. 6 p. c. 1910 .. 87	89	87	89	89
Philadelphia and Erie 1st mort. 1881 .. 87	89	87	89	89
Do. with option to be paid in Phila. .. 87	89	87	89	89

American Railroad Journal.

Saturday, September 25, 1869.

Stock Exchange and Money Market.

A decidedly more active speculative demand has been reported for money, since our last, and call loans have been quoted higher, or at from 7 per cent. currency, to the very best borrowers, to full 7 per cent. gold, and in some instances an 1/8 @ 1/4 of one per cent. commission, to the neediness of the street operators. The available supply of money has been much less extensive. The inquiry for means to move crop products, from the West and South, has been more active, while the local mercantile call for aid has likewise increased. Prime to good discounts have been quoted at from 9 @ 12 per cent. per annum, at which figures, business paper has been moderately dealt in. The city banks, in their last weekly return, show a further loss of nearly 3 1/2 millions of deposits, thus bringing the aggregate down to 185 3/8 millions, as against 200 1/4 millions on the 7th of August, indicating a falling off of nearly 15 millions, in this item. A further slight loss of legal tender notes, and of specie is likewise reported. The legal tender reserve is now 51 1/4 millions, against 55 3/8 millions a fortnight since. The specie hoard is now a little over 14 1/2 millions; on the 17th of July, it stood at over 31 millions.

According to the official report made to the Currency Bureau at Washington, the city national banks held, on the 8th of September, the following amounts of specie. Gold coin \$2,395,254 50; gold bars, \$39,845 78; total, \$2,435,100 28. Silver coin, \$217,372 51; silver bars, \$16,822 82; total, \$234,195 38. Gold certificates, \$10,296,060. Checks payable in gold, \$205,187 24; coupons payable in gold, \$48,638 50; other items counted as specie description, \$7,413 94. Total, \$13,226,595 34. The same banks, according to their reports on the 12th of June last, held: Gold, \$5,512,519; gold certificates, \$8,593,095. Total, 14,496,214. The general cash balances of the Sub-Treasury have been reduced about 5/8 of a million. The currency reserve of the office on Monday morning, was \$8,194,566; on Tuesday, \$8,358,436; on Wednesday and Thursday, the Sub-Treasurer was to have disbursed about 3 1/2 millions of currency, on account of purchases of Five-twenties. The Gold speculation operated very decidedly against ease in money, and seriously embarrassed regular trade movements, and the foreign exchange markets, which latter have been unusually depressed and unsettled. The gold speculators serve to make money closer and closer every day to ordinary business by the readiness with which they offer to pay extravagant rates to carry over their balances. The banks, as a rule, decline the operation. They deem it in some instances, if not in all cases, a duty to the business community to discourage the Gold movement, but this only throws the demand on the street in competition with the Stock Exchange and the Bill Brokers. On Wednesday, the market showed most stringency, and extreme rates were exacted of the street borrowers.

The specie reserve of the city banks according to the latest return is \$14,558,109, against \$14,665,742 same time last year. The city bank deposits are now \$185,390,130, against \$202,824,583 week ending Sept. 19, 1868. The legal tender reserve amounts to \$51,259,197, against \$63,772,700 same time last year. The circulation now stands at \$33,972,759, against \$24,044,693 same time last year. The loans are now \$266,496,024, against \$271,252,096 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged about \$110,408,298 a day, against a daily average of \$131,959,000 the preceding week, and \$92,814,879 the week ending with Sept. 4, 1869. The current week's exchanges average about \$161,000,000 a day. The city banks, last week, reported a further loss of \$403,957 of specie, \$3,433,194 of deposits, and of \$228,670 of legal tender notes. They reduced their loans, \$2,368,509; and increased their circulation, \$8,563.

The city bank exchanges on Wednesday were \$146,608,505.

National Bank notes to the amount of \$124,200 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$317,771,446, against \$282,555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$18,061,316, leaving, with the existing 1,620 banks, (having an aggregate capital of \$422,659,260,) an actual circulation at this date, of \$299,710,130. The United States bonds held by

Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,500,000; and for the public deposits, \$19,518,000—making a total of \$362,018,000. The Treasury Department last week redeemed and destroyed \$196,400 of worn and mutilated fractional currency, and issued \$774,764 of new. The outstanding amount of fractional currency on the 1st of Sept., was \$30,711,799 87 against \$31,030,300, on the 1st of Aug.

The U. S. Sub-Treasury receipts, week ending with Sept. 18, were \$4,946,383 in coin, including \$3,139,504 from customs duties, and \$4,030,704 in currency; payments, \$3,383,132 in coin, including \$528,593 of coin interest, and \$5,291,348 in currency; balance at the close of the week, \$88,264,904, including \$77,333,426 of coin, and \$8,194,567 of currency, against \$88,951,334 at the close of the preceding week, showing a decrease of \$686,430. The business of the Office on the first two days of the current week, was as follows: On Monday, receipts, \$760,026 of coin, including \$579,652 from customs, and \$434,349 of currency; and payments, \$52,158 in coin, including \$44,000 of coin interest and \$270,480 in currency. On Tuesday, receipts, \$681,264 in coin, including \$469,800 from customs, and \$146,836 in currency; and payments \$57,124 in coin, including \$42,715 of coin interest and \$276,425 in currency. The balance at the close of business on Tuesday stood at \$89,700,442, (including \$8,227,847 of currency, and \$78,665,443 of coin), against \$86,287,697 a week previous; and \$87,635,084 on Sept. 7, 1869. The aggregate receipts of the office in Aug. were \$42,041,140, including \$14,319,915 from customs; aggregate payments, \$54,599,091, including \$18,867,484 of coin interest.

The outstanding amount of coin certificates on the 1st of Sept. was \$23,647,580, against \$36,725,840 on the 1st of Aug. The Sub-Treasurer at this port, last week, retired \$2,920,905 of coin certificates through the receipts for customs.

A falling off in the yielded of the excises to the National Treasury has been noted, since our last. The customs revenue keeps up well. The excises yielded about $3\frac{3}{4}$ millions; customs at the port of New York, \$3,139,504, and at the out-ports about \$1,050,000 (in coin) more, making the grand total income for the week equal to about \$9,510,040 in currency. The receipts from excises, thus far in the current fiscal year, commencing with July 1, 1869, have been about $45\frac{1}{2}$ millions.

The Gold movements has been practically controlled all the week, by the operators for a rise, and though the dealings have been restricted by the money difficulties, the price has been worked up very steadily. The range has been from $136\frac{1}{4}$ @ $141\frac{3}{8}$, and the closing quotation on Wednesday was $141\frac{1}{4}$. The short interest has been augmented, thus strengthening the position of the inflationists, who are said to have under their management much of the supply of specie in the open market, or outside of the reserve held at the Sub-Treasury. The city banks report a specie hoard of only some $14\frac{1}{2}$ millions. The Sub Treasury on Wednesday forenoon held a specie balance of $78\frac{3}{8}$ millions. The customs revenue of the port exceeds half a million a day; but the export drain is unimportant. Government marketed a million of gold all told on Thursday and Friday of last week at about the going rates. On Wed-

nesday afternoon, the price was suddenly advanced to $141\frac{3}{8}$, against further heavy short sales, and the operations were attended by great excitement.

The coin balances of the Government at this port on Wednesday morning, was about $78\frac{3}{8}$ millions.

The following is a statement of the business of the New York Gold Exchange Bank for the week ending Saturday September 18th, 1869:

Average amt of loans and discounts... \$1,287,448
Average amount of specie..... 617,073
Average amount of deposits..... 1,274,628

The customs of the port on Wednesday yielded \$541,000. The U. S. Sub-Treasury disbursed \$99,711 of coin interest, on that day.

The customs demand for Gold last week, averaged \$523,251 a day; thus far, this week, it has averaged \$524,726 a day, or equal to a weekly aggregate of \$3,148,356. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$8,812, and since Jan. 1, \$9,884,124, against \$5,749,719 same time in 1868. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1869, has been \$97,854,000, against \$87,060,193 same time in 1868. At San Francisco, from Jan. 1, to Sept. 10, 1869, \$5,737,531, against \$5,971,320 same time last year.

The exports of specie, from this port, last week, were \$313,119, against \$640,390 same week last year; total, since Jan. 1, 1869, \$25,587,186, against \$65,998,946 same time last year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$528,593, and since Jan. 1, 1869, \$68,410,770, against \$63,171,733 same time in 1868. The specie exports from San Francisco, from Jan. 1, to Sept. 10, 1869, were \$27,080,438, against \$28,345,533 same time in 1868.

The U. S. Treasury receipts from customs at all ports from July 1, to Sept. 4, were about $44\frac{1}{8}$ millions.

The amount of specie sent east by railroad from San Francisco, thus far, this year, has been \$3,121,668.

Foreign exchange has been pressed for sale, and has been further seriously depressed in price, the demand having been very limited. Bankers' prime sixty day bills on London closed heavily and very irregularly on Wednesday at $106\frac{7}{8}$ @ $107\frac{3}{4}$, and on Paris to 5.30 @ $5.24\frac{1}{4}$; sight bills on London to $107\frac{1}{2}$ @ 108 , and on Paris to 5.25 @ $5.21\frac{1}{4}$. The offering of produce bills has been moderate this week. The week's exports of domestic produce have been to the currency value of \$3,752,261 making the total since Jan. 1, 1869, \$137,873,202, against \$120,294,772 same time last year.

Government securities have been less sought after, and under the adverse influence of the increasing activity in money prices have declined materially. The offerings of bonds have been on a more liberal scale, while there has been less disposition manifested to purchase freely at the ruling figures. There has been little, if any inquiry, from buyers for investment. The mails have been bringing into market considerable amounts of the several issues from country holders, who need money for active employment. The tendency of the market has been toward lower

quotations, throughout the list. The large dealers have been practically passive. On Wednesday, the U. S. Sub-Treasurer bought in two millions of U. S. Five-twenties at from $116\frac{3}{8}$ @ 117 net, out of an aggregate offering of \$7,910,000.

U. S. sixes of 1881 closed here on Wednesday at 120 @ $120\frac{1}{2}$; U. S. Five-twenties of 1862, ex-coupon, $121\frac{3}{4}$ @ 122 ; U. S. Five-twenties of 1864 at 120 @ $12\frac{1}{2}$; U. S. Five-twenties of 1865 at $120\frac{1}{2}$ @ $120\frac{3}{4}$; U. S. Five-twenties of 1865, consolidated, $118\frac{1}{2}$ @ $118\frac{3}{4}$; U. S. Five-twenties of 1867, $118\frac{3}{4}$ @ 119 ; U. S. Five-twenties of 1868, $118\frac{1}{2}$ @ $118\frac{3}{4}$; U. S. Ten-forties at $108\frac{1}{2}$ @ 109 , ex-interest; U. S. Six per cent. currency bonds, 108 @ $108\frac{1}{2}$.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 8.	Sept. 15.	Sept. 22.
Consols.....	$92\frac{7}{8}$	93	$92\frac{1}{2}$
U. S. 5-20's of 1862...	$82\frac{3}{4}$	$83\frac{1}{2}$	$83\frac{1}{2}$
U. S. 5-20's, 1865....	$82\frac{5}{8}$	$82\frac{5}{8}$	$82\frac{5}{8}$
" 1867.....	$81\frac{3}{4}$	82	$81\frac{1}{4}$
" 10-40s.....	$75\frac{3}{4}$	$75\frac{1}{2}$	75
Erie.....	$23\frac{1}{4}$	$28\frac{1}{2}$	$28\frac{1}{2}$
Ill. Central.....	94	$94\frac{1}{2}$	$94\frac{1}{2}$
At. and Gt. West.....	....	....	28

The railway and miscellaneous share market has been less active, lower, and very irregular, influenced by the free offering of stocks by the operators for a fall, and by the increasing pressure in the monetary line. On Wednesday, there was an extraordinary pressure to sell, particularly the New York Central, and Hudson River shares, and the former declined 23, and the latter 11 @ 12 per cent. Subsequently, there was a sharp rally, but the market closed very irregularly.

The dealings in domestic produce have been less active, and Breadstuffs, Cotton, and Petroleum have been generally quoted lower. Provisions have been irregular, Pork advancing, while Lard has fallen. Middling upland cotton closed heavily on Wednesday at $28\frac{3}{4}$ @ 29 cts. per lb. The stock of cotton now here is given at about 3,750 bales. The receipts at the port this week, have averaged about 2,500 bales a day. The receipts at all the ports, thus far in the year commencing with Sept. 1, 1869, have been 56,000 bales, against 47,000 bales in 1868-'8; exports, same time 14,700 bales, against 6,100 bales same time in 1868-'9; stock on hand at latest dates, 34,000 bales, against 47,000 bales same date 1868. The exports of domestic cotton goods from this port, since Jan. 1, have been 16,706 pkgs., against 15,258 pkgs., same time last year. From Boston, 6,189 pkgs., against 6,871 pkgs. same time in 1868.

At the Live Stock markets, this week, Bees have been in fair demand, at from 10 @ 16 c., per lb.; week's receipts, 7,135. Milch cows dull, at \$40 @ \$110 each, receipts, 119. Veal calves in fair request at from 7 @ 12 c. per lb.; receipts, 2,503. Sheep and lambs fairly active at from 4 @ 7 c., and $7\frac{1}{4}$ @ $9\frac{1}{4}$ c. per lb.; receipts, 35,436. Swine dull and rather weak, at $9\frac{1}{2}$ @ $10\frac{1}{2}$ c. per lb., all live weight; receipts, 16,220.

In foreign goods, there has been a satisfactory trade reported at generally strong, and in some instances, firmer prices. The week's dry goods imports were valued at \$2,519,829, and of general merchandise, \$4,168,733, making an aggregate for the week of \$6,688,562 specie value, against \$5,613,175 same week last year.

Freights have shown more firmness, with a fair degree of activity, chiefly in the line of Cotton, Petroleum, Flour, Wheat, and Tobacco engagements. For Liverpool we flour at 2s. 6d. @ 2s. 7½d. by sail, and 2s. 9d. @ 3s. by steamer, per bbl.; grain at 9½d. @ 9¾d. by sail, and 10d. @ 10½d. by steamer, per bushel; cotton at ¼d. @ ½d. by sail, and ¾d. by steamer, per lb.; and heavy goods 20s. @ 35s. by sail, and 30s. @ 45s. by steamer, per ton. Total number of vessels in port on Wednesday, 453.

The New York exports, exclusive of specie, for the week ending Sept. 21, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week	\$2,599,006	\$3,752,261
Prev. reported	117,695,766	134,120,941

Since January 1.....\$120,294,772 \$187,873,202

The imports for the week ending September 18, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods	\$2,298,940	\$2,519,829
Gen. merchandise	3,314,235	4,168,733

Total for the week.....\$5,613,175 \$6,688,562
Previously reported....177,182,348 219,806,932

Since January 1.....\$182,795,523 \$226,495,494

The balance in the Sub-Treasury on Wednesday was \$87,430,917 56.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central Railroad of New Jersey, new loan, 1890, 97; Central Pacific gold bonds, 96; Milwaukee and St. Paul 1st mort., Iowa Division, 85½; St. Louis and Iron Mt. 1st mort., 81; N. Y. Central 6s, Real Estate bonds, 87; Dubuque and Sioux City R.R., 109; N. Y. and N. Haven, 138; do., 6s, 97; New Jersey R. R., 120; Georgia 7s, 90½; Louisiana 6s, 70; do., 6s, Levee bonds, 65; do., 8s, Levee bonds, 84; South Carolina 6s, new, 68; Connecticut 6s, 99½; Brooklyn 6s, W. L., 93½; Western Union Telegraph, 37; Atlantic Mail S. S. Co., 29½; Boston Water Power, 16; Adams Exp. Co., 55; Wells-Fargo Exp., 13¼; U. S. Exp., 54½; Am. Mer. Union Exp., 34; Buchanan Farm oil, 0.40; Bennehoff Run oil, 0.35; Benton Gold, 0.18; Consolidated Gregory gold, 1.75; Grass Valley gold, 0.33; Quartz Hill gold, 1.00; Smith and Parmelee gold, 2.40.

Philadelphia.—Oil Creek and Allegheny River R. R., 39; Harrisburg and Lancaster R. R., 55; East Pennsylvania R. R., 36; Morris Canal scrip, 64½; Sunbury and Erie 7s, 100; Warren and Franklin 7s, 82½; Philadelphia and Reading 6s, 1844-80, 89½; Belvidere Delaware 2d mort., 80½; Lehigh Conv. loan, 81½; West Jersey R. R. 6s, 90½; Camden and Burlington County R. R. 6s, 86; Philadelphia and Sunbury 7s, 95; Pittsburgh 4s, 55; Allegheny County 5s, 75½; Fulton Coal, 4¾; New Creek Coal, 0.56. The latest quotations are: City 6s, 97@97½; do., free of tax, 101@101½; State 5s, coupon, 93½@94½; do., reg., 93½@—; do., 6s, W. L., 100½@101; do., 1st series, 104@104½; do., 2d series, 106½@107; do., 3d series, 109½@109¾; Reading, 47¼@47¾; do., 7s, 1893, 105@106½; do., 6s, 1880, 88¼@89; Camden and Amboy, 120¼@121;

do., mort. 6s, 1889, 95@95½; do., 1888, 84½@85; Penn. R. R., 56¼@56¾; do., 1st mort., 98½@99½; do., 2d mort., 98@98½; Little Schuylkill R. R., 42@42½; Morris Canal, 30@31; do., pref., 60@60½; do., bonds, 80@85; Susquehanna Canal, 10@13; do., 6s, 53@57; Sch. Nav., 9@10; do., pref., 18@18½; do., 6s, 1882, 62¼@62½; Delaware Div. Canal, 48@48½; do., bonds, 81@83; Elmira and Williamsport, 30@32; do., pref., 38½@40; do., 7s, 1873, 88½@89; do., 5s, 59@60; Lehigh Coal and Navigation, 35½@36; do., 6s, 1884, 82@83; do., R. R., Loan, 87@88; do., Gold Loan, 97@97½; North Pennsylvania, 36@37; do., 6s, 87½@89; do., Chattle 10s, 111@113; Philadelphia and Erie, 28½@28¾; do., 6s, 90@92; Minehill, 52½@53; Catawissa, 16@18; do., pref., 37½@37¾; Lehigh Valley, 56¼@56½; do., 6s, new, 95¼@95¾; Fifth and Sixth streets, (horse,) 39@40; Second and Third, 46@48; West Philadelphia, 60@63; Spruce and Pine, 26@27; Green and Coates, 37@38; Chestnut and Walnut, 45@47; Thirteenth and Fifteenth, 17@19; Girard College, 28½@30; Tenth and Eleventh, 69@71; Union, 44@—; Hestonville, 12@12½.

Boston.—Eastern R. R. 6s, 1889, 96; do., 1874, 95½; Union Pacific R. R. 6s, 86; Cincinnati and Indiana R. R., 7s, 1877, 79; Vermont Central 1st mort., 82¾; do., 2d mort., 38; Old Colony and Newport 7s, 101; Rutland pref., 50; Chicago, Iowa and Nebraska R. R., 142; Indianapolis and Cincinnati R. R., 16; Summit Branch R. R., 23¼; Housatonic R. R. pref., 73; Cincinnati, Sandusky and Cleveland R. R., 22½; do., 7s, 1890, 74¼; Waverly Land, 1¾; Cary Imp. 7½; Glendon Iron, 69; Maine 6s, 1889, 99¼; New Hampshire 6s, 1884, 99½; Connecticut 6s, 1881, 98½; Massachusetts 5s, 1890, gold, 104½; do., 6s, 1873, gold, 119¾; do., 6s, currency, 101½; Chicago 7s, 97¾; Bath 6s, 1898, 90; Brooklyn 6s, 1881, 92; St. Louis 6s, sewerage, 84¼; Cincinnati 7 8-10s, 1889, 103; Cook Co. Ills., 7s, 95½; Bangor 6s, 1894, R. R. Loan, 86¾; do., 1874, 92½; Cambridge 6s, W. L., 99¾; Bath 6s, 1891, 87; Concord Mining Co., 1; Dana, 22c.; Hancock, 1¾; Native, 50c.

Baltimore.—Memphis City 6s, 47½; Virginia 6s, old, reg., 44¼; do., 1866, 53¼; do., 1867, 50; Maryland Defense Loan, 102; Baltimore 6s, 1884, 94; Atlantic Coal, 2.50. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 88@89; Balt. and Ohio, 127@130; do., 6s, 1875, 95@96½; do., 1880, 93@—; do., 1885, 95@95½; Northern Central, 48½@49; do., 6s, 1885, 87½@89; do., 1900, 85¾@86; do., 6s, 1900, gold, 100@101; Parkersburg Branch, 22@24; N. W. Va. 1st mort., 92@95; do., 2d mort., 90@93; do., 3d mort., 1885, 87@90; Marietta and Cincinnati 7s, 1892, 87@88; do., 2d mort., 69½@69¾; Central Ohio, 25@27; do., 1st mort., 78@79¼; Western Md. 6s, 1890, 65@70; do., guar., by Baltimore City, 88½@—; do., 2d mort., guar., 89@—; do., 6s, pref., 41½@45½; do., 6s, guar., by Washington Co., 70@78; Richmond and Danville bonds, 72¼@72½; Baltimore 6s, 1875, 96¼@96¾; do., 1886, 93@95; do., 1890, 95@95¾; do., 1892, 94@96; do., 5s, 1888-70, 72¼@—; Memphis City 6s, 47½@47¾; City Passenger R. R., 19@19¼; Baltimore and Catonsville, 4½@5¼; George's Creek Coal, 71½@72½; Santa Clara, 1.50@1.60; Atlantic Coal, —@2.80.

Union Pacific Railroad.

The reports of business upon the Union Pacific Railroad are very favorable. The earnings since the opening of business in May last have been at the rate of about eight millions a year, which, for a beginning, is doing remarkably well. Of course, these earnings will be greatly and rapidly augmented as the country through which the road runs becomes more thickly settled, and its mineral resources are more fully developed. The interest liability of the company upon its First Mortgage Bonds is but \$2,334,096 in currency, so that the earnings are ample to meet all such indebtedness. The Land Grant Bonds, to the amount of ten millions, are secured by a first mortgage upon the entire Land Grant of nearly fourteen million acres, much of which has a high value for agricultural purposes, while other portions are rich in mineral deposits. More than 40,000 acres of these lands were sold in one month after the opening of land sales, at an average of more than \$5 per acre. These bonds are received at par, in exchange for lands; and as they run twenty years and pay seven per cent. interest, they are considered a very valuable investment. Further information concerning the business of the road and the character of the company's securities will be found in another column.

COLUMBUS, CHICAGO AND INDIANA CENTRAL RAILWAY CO.

No. 57 BROADWAY N. Y., Sept. 22, 1869.

For the purpose of contradicting rumors in reference to the successful operating of the Columbus, Chicago and Indiana Central Railway, under the lease to the Pittsburgh, Cincinnati and St. Louis Railway Company, which lease is dated on the 22d day of January, 1869, the undersigned beg leave to say to those interested in the securities, that the Road is successfully operated under the lease to the satisfaction of the parties, and shows a continued increase of earnings, with every prospect of a successful future in traffic.

The lessees have made great improvements in the condition of the Road, and its depots, shops, and other buildings, and are adding largely to its rolling stock and facilities for doing business, and will continue to make whatever expenditures may be necessary for the increasing traffic of the future.

THOS. L. JEWITT,

President Pittsburgh, Cincinnati and St. Louis Railway Co.,

B. E. SMITH,

President Columbus, Chicago and Indiana Central Railway Co.

PACIFIC RAILWAY GOLD LOAN, \$6,500,000. A seven per cent. land grant, railroad, first mortgage bonds, having thirty years to run. Interest and principal payable in gold. Coupons payable semi-annually in London, Frankfurt and New York. Circulars, maps and pamphlets sent on application. The bonds for the present are sold in currency at 95, with accrued interest. DABNEY, MORGAN & CO., 63 Exchange Place. M. K. JESUP & COMPY, 12 Pine street.

Railway Joints.

The new "spring nut" fish joints, introduced by Merritt W. Griswold & Co., of New York, for joining the ends of rails, is proving a greater practical success than at first expected, actual tests having shown that the nuts tighten by trains passing over instead of shaking loose as with the old style of joint.

Journal of Railroad Law.

STREET RAILROAD COMPANIES—CONSTRUCTION OF STATUTE—WHEN VINDICTIVE AND PUNITORY DAMAGES WILL BE ALLOWED—RESPONSIBILITY OF COMPANIES GENERALLY.

The facts of the late case of *McKeon vs. The Citizens Railway Company* (42 Mo., 79,) are clearly and fully stated in the following opinion by

HOLMES, J.—This was an action for damages for an injury done to a passenger by reason of the carelessness and negligence of the driver of the car. The answer denied the material averments of the petition, and alleged that the plaintiff's injuries were the result of his own negligence. It set up a defense also under the statute entitled "An act concerning street railroads in the city of St. Louis," approved January 16th, 1860. This act provided that "said railroad companies shall not be liable for injuries occasioned by the getting off or on the cars at the front or forward end of the car." We have examined the evidence in order to see upon what basis of facts the instructions were given or refused. It is not our province to weigh evidence or to determine the force or effect of conflicting testimony, but we may consider what the evidence on either side tended to prove, and what not. Instructions should be given or refused upon the case made by the evidence. Theoretical propositions, for which there is no proper foundation in the evidence, or which suppose a different state of the case from that which is proved, should not be given, for they directly tend to mislead the jury.

The case made upon the evidence contained in the record, so far as it is necessary to be stated for the purpose of determining whether there was any error in giving or refusing instructions, was substantially this: That the driver having gone to supper, the conductor was acting as driver in his absence; that the plaintiff, a passenger, being intoxicated and scarcely knowing what he was about, arose from his seat when the car drew near to his place of residence, and went to the forward platform of the car, where he had left his tools, threw the tools off the car, and attempted himself to get off, before the driver had brought the car to a stop; that the driver seized hold of him with one hand to prevent him from jumping or falling off while the car was in motion; that a scuffle ensued, the driver making every effort to prevent him from falling off, with one hand, while with the other he was holding down the brakes, some others also interfering; and that in spite of all the driver could do, the man fell over the dashboard and under the wheels just before the car came to a stop; that the forward wheel injured his arm, and that before he was extricated the horses started and the next wheel went over his leg.

The mass and general tenor of the whole evidence would seem to show clearly enough that the horses were scared in the noise and confusion, and started forward without default of the driver, while the expressions used by some of the plaintiff's witnesses might imply, but do not distinctly say that the driver of his own motion started the horses and drove on. My own impression would be that the jury could not have believed, upon the evidence, that the driver intentionally and willfully drove on while the man was under the car,

at the risk of killing him, much less with any intent to do him harm. But the instructions will be considered upon the theory that there was some evidence before the jury from which they might be warranted in inferring negligence on the part of the driver in allowing the horses to start forward.

The effect and intention of the statute would seem to be that where the injury to the passenger is occasioned by his getting off or on the car at the forward platform, it shall be presumed, as a matter of law, that the negligence of the passenger himself contributed to produce the accident and injury, and it is therefore declared that the company shall not be liable in such case. A like construction was given to a somewhat similar statute provision in the case of *Higgins vs. Hann*, and *St. Jo. R. R. Co.*, 36 Mo., 436. It is not supposed that this presumption would preclude the other party from showing that the injury was not occasioned by any such contributory negligence at all, but by some negligence in the officers or agents of the company, wholly independent of the fact that the passenger had attempted to get off or on the car at the front platform. If the accident and injury were occasioned by reason of such attempt to get on or off the car at the front end, the defendant, under the statute, would be relieved from liability, though guilty of some negligence and without reference to the question whether it was in fact the negligence of the one party or the other which actually caused or produced the injury. But again, if the injury were occasioned by the negligence of the driver, in intentionally starting the horses, or in carelessly allowing them to start forward, while the man was lying underneath the car, that would be an independent act of negligence for which the company might be liable, it would raise a question of the capacity, competency, and fitness of the servant for such a place.

The evidence clearly shows that the man was intoxicated, and that he imprudently attempted and persisted in his attempt to get off the car while it was in motion, and that the driver did all he could to prevent him and to save him from falling under the wheels. We find nothing in the evidence that could properly be taken as tending to prove that the driver intentionally and willfully or maliciously started the horses forward. The most that can fairly be claimed for it would be that some vague expressions might tend to show negligence in the driver, or a want of that extraordinary care which the state of things would require in a prudent and careful man under like circumstances.

The first and third instructions given for the plaintiff, besides that they assumed some facts not warranted by the evidence, were directly in contravention of the statute as above explained. The seventh was erroneous, for the reason that there was nothing in the evidence that could justify such an instruction, and it tended to mislead the jury. To the ninth instruction we see no objection.

The first instruction refused for the defendant reads as follows: "If the jury find that the injuries complained of were occasioned by plaintiff while attempting to get off of the front or forward end of the defendant's car then they will find for the defendant." This proposition recognized the

statute presumption in relation to contributory negligence, and embraced the whole issue on behalf of the defendant, and we think it should have been given. The instructions which were given for the defendant cannot be said to have covered the same grounds.

The refusal of the other instructions asked for the defendant, considered with those which were given for him, would not amount to any error by which he could have been seriously prejudiced, and some of them were objectionable as placing the whole issue on particular facts.

The sixth instruction given for the plaintiff requires a particular notice. It told the jury, first, that if the negligence or misconduct were not gross, they would assess the damages at a reasonable compensation for the injury, suffering and expenses, caused by such negligence; but second, that if the negligence were gross then they would find "liberal or exemplary damages, in their discretion, beyond the actual injury sustained by the plaintiff, for the sake of the example and punishment for such gross negligence." This second proposition carries the idea of exemplary damages entirely beyond a full recompense for the injury sustained, and authorizes vindictive and punitive damages. This goes further than the law ever allows in a case of this kind. Such damages certainly can be given, if ever in a civil case, only in cases where the injury is intentionally, willfully, and maliciously done. (*Goety vs. Amb.*, 27 Mo., 33.) This instruction awards them upon gross negligence merely. In the case of *Goety vs. Amb.*, such damages were spoken of as exemplary damages. In *Frevdenheit vs. Edmondson*, 36 Mo., 226, we had occasion to consider what was properly meant by exemplary damages. It was a case of willful injury, and exemplary damages were defined to be merely a round compensation or an adequate recompense for the injury sustained. Such damages may serve for an example to others in like cases, and may so far be called exemplary. The question of punitive damages was not necessarily involved in that case, but a distinct intimation was given that the principle of administering punishment belonged rather to criminal than to civil jurisprudence. If the conduct of this driver were willful and malicious, with intent to injure the plaintiff, he might be liable to indictment for assault with intent to kill, or some other criminal offense, but his employer was not responsible for his crime nor liable for his acts of willful and malicious trespass. The company was answerable only for his negligence, or his incapacity or unskillfulness in the performance of his duties assigned to him. In such case we have no hesitation in saying that punitive damages, or any damages beyond a full compensation for the injury sustained, cannot be allowed. It is at least, very questionable, upon principle and authority, whether damages for punishment can be given in any civil action. My own opinion is that they cannot. But independently of this question, the instruction was clearly erroneous.

The case not having been fairly tried under instructions which can be regarded as correct, the judgment will be reversed and the case remanded.

The railroad between Swedesboro' and Woodbury, (N. J.) has been completed.

Cotton Crop of the United States.

The *Shipping List* has made up its annual tables of the cotton crop, and we use its figures in our annual compilation, as it has passed for many years for standard authority on this theme. It gives the total of the last crop at 2,260,557 bales, being 170,336 below the corresponding total for the previous year. In our last annual review we said "we cannot think the yield, as a whole, will fall much, if any, below the production of the last year." The difference is not very great, but the total is considerably below the popular estimate at the date referred to, some believing that the crop would exceed two and a half million bales. We now present the yield from different sections, with a comparison from our records of the same in former years:

COMPARATIVE PRODUCT OF COTTON.

	1866-7.	1867-8.	1868-9.
Louisiana.....	702,131	579,231	791,205
Alabama.....	239,516	368,193	230,726
Texas.....	185,919	114,666	147,817
Florida.....	58,349	34,639	13,392
Georgia.....	255,965	495,005	357,253
South Carolina...	162,247	240,225	198,943
North Carolina...	38,522	38,587	35,912
Virginia.....	123,627	187,487	160,418
Tennessee, &c....	185,712	374,860	321,891

Total bales... 1,951,988 2,430,893 2,260,557

The total exports to foreign ports for the year show a decrease of 208,173 bales, distributed as follows:

	1866-7.	1867-8.	1868-9.
To Great Britain...	1,216,262	1,228,596	989,500
To France.....	198,147	197,515	224,527
To N. Europe ..	95,342	145,042	177,182
To other ports..	47,303	84,663	56,434

Total bales... 1,557,054 1,655,816 1,447,643

The total consumed in the United States, including all burnt at the ports, is given at 995,127 bales, being the largest aggregate on the record. We bring forward the comparison since 1856:

	North of Virginia.	Elsewhere.	Total.
1856-7, bales....	665,718	154,218	819,936
1857-8 ".....	452,185	143,377	595,562
1858-9 ".....	760,218	167,433	927,651
1859-60 ".....	786,521	185,422	972,043
1860-1 ".....	650,357	193,383	843,740
1861-2 ".....	604,685	127,640	731,725
1862-3 ".....	697,367	156,672	854,039
1863-4 ".....	799,817	168,348	968,165
1864-5 ".....	821,924	173,203	995,127

We now present our usual comparison of the total crop of each year since 1821. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened:

COMPARATIVE CROP STATEMENT.

1820-1.....	430,000	1845-6.....	2,100,537
1821-2.....	455,000	1846-7.....	1,778,651
1822-3.....	495,000	1847-8.....	2,347,634
1823-4.....	509,158	1848-9.....	6,728,596
1824-5.....	569,249	1849-50.....	2,096,706
1825-6.....	720,027	1850-1.....	2,355,257
1826-7.....	957,281	1851-2.....	3,015,029
1827-8.....	727,593	1852-3.....	3,262,882
1828-9.....	870,415	1853-4.....	2,930,027
1829-30.....	976,845	1854-5.....	2,847,339
1830-1.....	1,038,848	1855-6.....	3,527,845
1831-2.....	987,477	1856-7.....	3,939,519
1832-3.....	1,070,438	1857-8.....	3,113,962
1833-4.....	1,205,324	1858-9.....	3,851,481
1834-5.....	1,254,328	1859-60.....	4,669,770
1835-6.....	1,360,725	1860-1.....	3,656,086
1836-7.....	1,422,930	1861-2 (est.)	4,800,000
1837-8.....	1,801,497	1862-3 (est.)	1,500,000
1838-9.....	1,360,532	1863-4 (est.)	500,000
1839-40.....	2,177,835	1864-5 (est.)	300,000
1840-1.....	1,634,945	1865-6.....	2,154,476
1841-2.....	1,683,574	1866-7.....	1,951,988
1842-3.....	2,378,875	1867-8.....	2,430,893
1843-4.....	2,030,409	1868-9.....	2,260,557
1844-5.....	2,394,503		

The Sea Island cotton included in the last total amounted to 18,054 bales, the smallest report for a long series of years. The highest yield was in 1858-9, when the crop reached 47,592 bales.

In regard to the growing crop there is the usual difference of opinion. The season has been unusually propitious in every aspect but one—it is a week or ten days late. The growth is vigorous, the bolls are large and thickly set, and only the fear that the frost may not hold off to allow compensation for the late spring prevents our estimate exceeding three million bales. Our own opinion, after a careful comparison of a large correspondence sent us from every part of the cotton field, is fixed upon the interval between two and three-quarters and three million bales. The present indications are that the yield will be nearly, if not quite, the higher amount.—*Journal of Commerce.*

Union Pacific Railroad.

The president of the Union Pacific Railroad Company has addressed the following circular to its stockholders:

"OFFICE OF THE UNION PACIFIC RAILROAD COMPANY,
BOSTON, Mass., September 15, 1869."

"To the Stockholders of the Union Pacific Railroad:

"It is well known that malicious attacks have been made upon your company; upon its credit, and upon the character of the work itself. While all persons who knew the real causes of these attacks were well aware that they were without foundation and only vindictive, it cannot be denied that they were a source of grave embarrassment and difficulty. There is nothing so sensitive as credit; it may receive almost as great a temporary injury from false rumors as from damaging statements of fact.

"The natural result of these assaults upon the company's credit was the arrest of the public sale of its securities, and a threatened danger of stopping the work, when two millions a month were required to continue it. It was fortunate for the country, as well as yourselves, that you had the ability, as well as the courage, to advance the millions from your private means that were required to finish the road. I believe that no private corporation ever before made so large a call, or one that was more promptly responded to. The work upon the line was continued during the winter at a very heavy extra cost, but nearly all the obligations incurred have now been adjusted.

"The 850 miles of road west of Omaha, which was built before last winter's frost, is admitted to be in splendid condition, equal to any in the country, and the remainder will be in the same fine order as soon as actual service brings the road bed in the same solidity. The road has been in successful operation since May 10, almost without accident; and the whole line to the Pacific is admitted to be as safe as any railroad in the country.

"Although the travel has been large, it would have been much greater if the groundless fears of many had not deterred them from making the trip; and there can be no doubt that as these fears are dissipated by successful experience, it will steadily, and even rapidly increase. By the Pullman palace cars the trip is made, not only without any unusual danger, but almost without fatigue.

"The earnings of the road since its opening have been:

From May 10 to May 31.....	\$391,420 12
From June 1 to June 30.....	706,602 29
From July 1 to July 31.....	623,559 96

"Notwithstanding the rates for passengers and freights have been largely reduced, the earnings for August will stand at about the same figures as for July. With all the disadvantages attending the opening of the road, the average earnings, so far, have been at the rate of about eight millions a year, which will be steadily augmented by the development of the Pacific coast and by settlement along the line.

"The company own over three million acres of land in the Platte Valley, in Nebraska, which competent judges pronounce equal to any in the West. The lands were offered for sale at Omaha July 27th, and forty thousand acres were sold in one month thereafter at an average of over \$5 per acre. The company also own over ten million acres in addition, some of which is of little value, but there are portions from which a considerable sum will eventually be realized. Many portions of the Rocky Mountain and Wahsatch ranges abound in rich mineral ores—especially copper—and the constantly increasing development of the mining interest will add largely to our business. Extensive coal mines are found along the track for 300 miles on the western slope of the Rocky Mountains, for which there is already a good demand.

"You will perceive that the income of the company is now ample to meet the interest on its First Mortgage and Land Grant Bonds, and we have every reason to expect that the natural growth of its business will soon give its stock a value that will make a suitable return for the risk you have taken in building the longest railroad line in the country, through a wilderness which most persons pronounced impassable for a locomotive.

OLIVER AMES, President."

☞ The earnings of the Union Pacific Railroad for the first fifteen days of September, amounted to \$358,724 62; for the same time in August, \$268,840 05; an increase of \$89,884 17; indicating an increase of the month of at least \$175,000, notwithstanding the great reduction of the rates of freight and fare.

☞ About 150 laborers are now at work on the extension of the Cumberland Valley Railroad from Hagerstown to Powell's Bend, on the Potomac. The operations are confined to excavations and filling. This force, we understand, will be continuously augmented by Mr. March, the contractor, and the work will be pushed with vigor to completion.

☞ We learn that the Taunton Branch Railroad Company will immediately proceed to take the proper steps to put under contract and build the contemplated line of road between Taunton and Attleboro'.

☞ About 800 men are now employed in the construction of the Knox and Lincoln Railroad. Some of the heaviest work is nearly completed. It is intended to have the whole length of the road, forty-eight miles, completed by June, 1871. The cost will be \$1,800,000.

☞ The Memphis and Little Rock R. R. is completed, and trains are now running daily, to L'Angeuille, 12 miles west of Madison. Only 30 miles remain to be built.

☞ Trains are now running to Valiska, on the Burlington and Missouri River Railroad, 235 miles west of Burlington. It is expected to have the road completed to the Missouri River, 280 miles, by the 1st of December.

☞ The grading of the Macon and Brunswick Railroad is nearly completed. Only 13 miles of track remain to be laid to Lumber City on the Ocmulgee. On the other side of the river 15 miles are to be laid. The road will be finished by the 1st of November.

☞ The railway from the city of Mexico to Puebla was completed on the 4th, and will soon be in running order.

The First Mortgage Bonds OF THE UNION PACIFIC RAILROAD CO.

INTEREST 6 PER CENT. IN GOLD.

The Union Pacific Railroad has been in successful operation since May 10th, and it is pronounced, by the thousands who have passed over it, to be in all respects as safe and well built as any railroad in the country. By the Pullman Palace Cars the journey is not only made without danger, but without unusual fatigue. The fears that many have expressed in relation to the perils of the overland trip are removed by experience, and the travel is steadily increasing.

The earnings of the road since its opening are officially stated by the Company as follows:

From May 10 to May 31.....	\$391,420 12
From June 1 to June 30.....	706,602 29
From July 1 to July 31.....	623,559 96

Notwithstanding the rates for passengers and freight have been largely reduced, the earnings for August will be at about the same average. They will be published as soon as full returns are received. The earnings, as stated above, are at an average of about

EIGHT MILLION DOLLARS A YEAR,

which will be steadily augmented by the development of the Pacific Coast, by settlement along the line, and by the natural increase of traffic.

The First Mortgage Bonds of the Company amount to \$28,816,000, and the interest liability to \$1,728,960 gold, or about \$1,834,096 in currency. It will be noticed that the present earnings provide an ample fund for the payment of this interest and leave a large surplus. We are also satisfied that at present market rates, these bonds are a very desirable investment, and that they will advance in price as soon as the facts concerning the business and condition of the Company are generally understood.

THE LAND GRANT BONDS

To the amount of Ten Million Dollars, were issued to obtain means to finish the road, and are secured by

A FIRST MORTGAGE

Upon the entire Land Grant of the Company, amounting to 13,824,000 acres. Three millions acres of this land in the Platte Valley, in Nebraska, are admitted to be equal to any in the West. The sales of land were opened in Omaha July 27th, and 40,000 acres were sold during a month thereafter, at an average price of over \$5.00 per acre. While a part of the remainder of the land is of little value for agricultural purposes, there is another part from which a considerable sum will be realized. The value of the Land Grant is largely enhanced by the extensive coal mines, which are now being worked for the supply of the surrounding country, as well as for the railroad, and by other valuable mineral deposits, especially of copper.

THE LAND GRANT BONDS ARE RECEIVED in payment for all the Company's lands at par, and the demand from actual settlers will give them a certain market. They run twenty years and pay seven per cent. interest in currency.

Although the Company have disposed of all their bonds, yet, as they are offered in market, we continue to fill orders at the current rates.

We have no hesitation in recommending both the First Mortgage and the Land Grant Bonds as a very valuable and perfectly safe investment.

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Old Rails Bought or Re-rolled, as desired.

Having established business relations with the well-known firm of SIR CHAS. FOX & SONS, Consulting Engineers, of London, England, who have for many years been engaged in this class of business, their attention being directed to *Permanent Way* and other details of *Railway Construction*, I can offer special inducements to parties wishing to purchase *ENGLISH RAILS* or other material, guaranteeing, without extra cost, intelligent and honest *Inspection during Manufacture*, thereby securing a *better article* than is usually sent to this country, *especially in the item of Rails*. Orders sent abroad will be executed under the supervision of the above firm of SIR CHAS. FOX & SONS, whose experience of 40 years should be sufficient recommendation to the American Railway interests, to induce a trial of this method to secure the *best results*. Am prepared to make *Contracts for Rails* delivered free on board, at ports in England, or ex-ship at ports in the United States. Orders most respectfully solicited.

Rail Fastener and Machine For Sale.

THE JAW ABOUT 30 deg. with a groove under for two bearings holding a metal cap or cushion to prevent sound, front and rear sides have raised flanges sunken between, top widest, bottom narrow with shoulders, barbs on either side. These with every description of fastening are rolled with dies on 4 rollers bearing on each side forming any figure or angle required: samples could be sent to any R. R. Co., or others who will order from the inventor, and enquiries answered.

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CAR COUPLING FOR SALE.

THIS INVENTION IS SAID TO BE SUPERIOR, because it keeps the cars in line, consists in two links or bars working cross wise like the letter X, which with four pins, two on top each platform from a square, the platforms being about 1/4 circular, the end of the links or bars are widened up working against gum cylinders on each pin starting and stopping on a spring motion: steel springs are placed in the end of the platform which are made double thickness and braced to hold the springs, and prevent telescoping, the same being packed with wool and covered. The bars are changed on the pins easy by latch slotted in the pins. Plans sent and enquiries answered by the inventor.

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SMALL LOCOMOTIVES, suitable for Construction, switching and Branch Road service, also for Street Railroad service, enclosed with Cab. Apply to

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TO RAILROAD CONTRACTORS.

Memphis, El Paso and Pacific RAILROAD COMPANY.

Office of the Chief Engineer,
Memphis, El Paso and Pacific Railroad Company,
90 Broadway, New York.

SEALED PROPOSALS will be received at the above Office, until **October 15th, 1869**, when Contracts will be awarded, for the GRUBBING and CLEARING, GRADING, MASONRY, BRIDGING, BALLASTING, CROSS TIES and TRACKLAYING of the following portions of said Railroad:

One Hundred and Fifty miles, embracing the Second Division, commencing at Paris and extending westward, to Palo Pinto County.

Specifications, Profiles, Maps and Plans can be examined at the ENGINEER'S OFFICE, in NEW YORK or JEFFERSON.

Proposals must conform to the specification which will be furnished upon application at either of the above places. Evidence of ability to complete contracts will be required and a percentage retained of estimates until each section of five miles is finished.

All the work upon this Division must be finished by October 1, 1870.

Every facility will be furnished those wishing to inspect the ground on the line of the road, by application in person at the Engineer's Office in Jefferson.

J. M. DANIEL, Engineer in Chief,
Memphis, El Paso and Pacific R. R. Comp'y.

Notice to Contractors.

SEALED PROPOSALS addressed to either of the undersigned, will be received until Thursday, September 23, 1869, for the graduation, masonry and bridging of that part of the Connecticut Western Railroad extending from a point on the State line of New York, in the town of Salisbury, to a point in the town of Canton, near the village of Collinsville, a distance of 45 miles, or for any portion thereof.

Profiles and specifications can be seen at the Engineer's Office, Clark House, Winsted, Conn., on and after September 1.

The company reserves the right to reject all proposals not deemed for their interest to accept.

WILLIAM H. BARNUM, President.
Lime Rock, Conn.

Or **WILLIAM G. COX, Secretary.**
Winsted, Conn.

To Bridge Builders.

THE HALLOWELL AND CHELSEA BRIDGE Company solicit proposals for putting a new superstructure upon the piers of their bridge across the Kennebec River at Hallowell, Maine.

The Bridge is 878 feet long with four spans of 150 feet each, one 166 feet, with a draw of 170 feet in length, and is to be substantially built and covered, to be completed within one year.

Builders will specify the kind of material to be used and the style of bridge which they propose to build.

For further particulars apply to **CHAS. A. PAGE**, Hallowell, Me.

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PROPOSALS FOR WHITE OAK AND CHEST-NUT RAILROAD TIES, to be 8 feet in length, 6 inches thick, average 8 inches face, none to be less than 6 in face, delivered at Georgetown and Shallcross wharf, on Sassaparilla River, will be received until the 1st of October, 1869, by

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Chestertown, Kent County, Md.

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OFFICE OF THE RICHMOND IRON MINING COMPANY,

No. 165 BROADWAY, Room No. 17, }
New York, Aug. 20th, 1893.

THIS COMPANY HAS ON HAND AND FOR sale at their Mine on Staten Island 15,000 tons of Granulated Hematite Iron Ore, which assays as follows:

Residual oxide of iron.....	72.57
Sand, etc., (insoluble).....	15.67
Moisture and other constituents.....	11.76
	100.00
Yielding metallic iron.....	50.80

Or proposals will be received for the reduction of the same to iron.

CHAS. HOWDON SMITH,
Secretary.

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10,000 KEGS, BEST MAKE, 7-16th by 5 1/4 inches.
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PILE DRIVING, PORTABLE AND STATION-ARY ENGINES, R. R. Station and Steam PUMPS, SPIKES, CHAIRS, FISH PLATES, BOLTS, NUTS, Washers, Steam GAUGES, SPRING BAL-ANCES, Head Lights and Lanterns. Contracts made on favorable terms for RE-ROLLING or NEW RAILS. BEST PRICES obtained for OLD RAILS and all kinds of IRON and METALS.

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ENGINE LATHES,

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To Plane from 4 to 30 feet long, and from 24 to 60 in. wide
Nasmyths' Steam Hammers, Gun Machinery,
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SIZE, 3 1/4 BY 4 1/4 FEET.

No pains or expense has been spared to make this the most perfect RAILROAD MAP ever published. The Railroads, proposed Roads, distance between Stations, and names of Roads are plainly shown. It is Colored in States.

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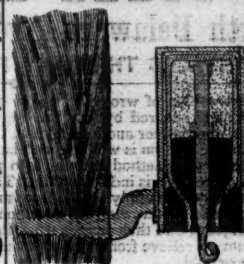
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The guarantees of this insulator are:

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2d.—To insulate a conducting wire of any length in rain or fog, or rain and fog combined, to its full working capacity, or the capacity of a similar wire or conductor placed upon any other insulators under the most favorable circumstances of weather.

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It is not injured by missiles in the general acceptance of the term.

It does not depreciate from exposure to smoke, soot and the gases from combustion to one hundredth part of the extent of ordinary insulators.

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OF EVERY KIND.

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CHANGEABLE GAUGE FREIGHT CAR TRUCKS.

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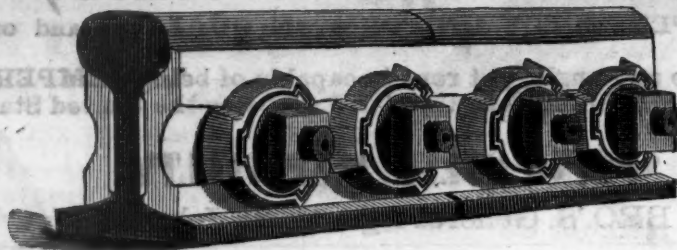
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PRATT'S PATENT COMPENSATING FISH-JOINT,



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VERREE & MITCHELL,
IRON AND STEEL MANUFACTURERS,
No. 939 North Delaware Avenue, Philadelphia, Penn.
COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous rail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.
That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.
That this joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our joint on it.
That it can be applied in repairing and relaying with the least trouble and delay.
That the materials are indestructible, and make a PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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First Class.	Steerage.
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On 1st and 16th of each Month,

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One hundred pounds baggage free to each adult. Medicine and attendance free.

Oct. 1, ARIZONA, CAPT. MAURY, connecting with COLORADO, CAPT. PARKER.

Steamer CHINA, will leave San Francisco Oct. 4, for China and Japan.

NOTICE TO SHIPPERS—Freight for steamer ARIZONA, received until 4 P. M. on THURSDAY, Sept. 30. All freight weighing less than 20 pounds to the cubic foot will be forwarded as fast as slow rates. All usual facilities afforded shippers in collecting inland charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

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Pneumatic Rock Drill



Is now in successful working operation in New York, Chicago, Jersey City; also at the Hoosac Tunnel (Mass.) Lake Superior, Colorado and Nova Scotia Mines, Union Pacific and Boston and Hartford Railroads; also in deepening the beds of the Illinois and Michigan Canals, and Des Moines Rapids, and numerous other localities.

The Burleigh Drill is adapted to all kinds of rock cutting in open cut Mining, Tunnels, Sewers, Quarries, &c., drilling holes from 1½ to 5½ inches in diameter. The Drills are worked either by steam or compressed air. For all kinds of work under ground compressed air is used, serving as a perfect ventilator, as it is exhausted from the Drill. At the Hoosac Tunnel the compressed air is carried upwards of a mile and a quarter, and at that distance works eight Drills at the same time. Information in regard to the ownership of the different State rights. Prices of Drills, Air Compressors, &c., can be obtained at the office of

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